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THE KING AND QUEEN AT LINCOLN CATHEDRAL: ENTERING ST. GEORGE'S CHAPEL, OVER THE LINTEL OF WHICH IS A KNEELING FIGURE OF A BRITISH SOLDIER.

The King and Queen visited Lincoln on April 9. After inspecting a number of factories, their Majesties went on to the Guildhall, where a reception was held, and thence to the Cathedral. In St. George's Chapel, otherwise called The Soldiers' Chapel, where the colours of the Lincolnshires are deposited beside the altar, they knelt while the Bishop offered some short prayers. Over the left lintel of the chapel door may be seen a gilded figure of a

kneeling British soldier of the present day. On the opposite lintel (not seen in the drawing) is a kneeling soldier of the Waterloo period. From left to right in the illustration are the Queen, the Bishop of Lincoln (Dr. E. L. Hicks), the Dean (Dr. T. C. Fry), the King, and a headle standing by the table on which is the visitors' book in which their Majesties afterwards wrote their names.

DRAWN BY S. BEGG FROM A SKETCH BY OUR SPECIAL ARTIST, W. B. ROBINSON. COPYRIGHTED IN THE UNITED STATES AND CANADA.

WITHIN THE AREA OF THE GREAT BATTLE, AND NEAR BY: BRITISH SOLDIERS, AIRMEN, W.A.A.C.S.; AND POILUS.

PHOTOGRAPHS NOS. 1, 2, 3, 4, AND 5, BRITISH OFFICIAL; NOS. 6 AND 8, CANADIAN WAR RECORDS; NOS. 7, 9, 10, AND 11, FRENCH OFFICIAL.



FOOD FOR THE FIGHTING LINE: A.S.C. HORSED WAGONS—ON THE ROAD TO THE LEFT, A DERELICT MOTOR A.S.C. VAN ON FIRE.



A BRILLIANTLY DISTINGUISHED BRITISH R.A.F. SQUADRON: PILOTS AND OBSERVERS, EACH VICTORIOUS OVER AT LEAST THREE ENEMY MACHINES.



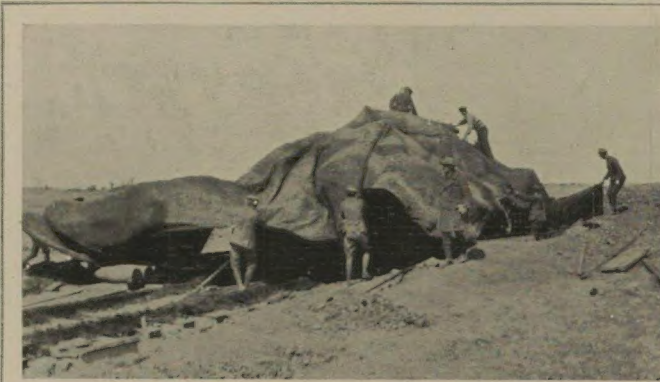
AIRMEN ON THE EVE OF SETTING OFF FOR THE BATTLEFIELD: SERVING OUT LEWIS GUNS FROM AN AERODROME ARMS-MAGAZINE.



REINFORCEMENTS BY TRAIN: RAILWAY GOODS VANS PACKED INSIDE, AND WITH MEN ON THE ROOF, GOING UP LIKE BANK HOLIDAY TRIPPERS.



"THE W.A.A.C. HAVE WELL MAINTAINED THE CREDIT OF THE ARMY": A SQUAD SPECIALLY COMMENDED DURING THE GREAT BATTLE.



LOOKING UNDER ITS TARPULIN EXACTLY LIKE A GIGANTIC ANTE-DILUVIAN SAURIAN: UNCOVERING A BIG NAVAL GUN FOR ACTION.



LYING IN WAIT FOR AN ENEMY THRUST IN THAT DIRECTION: A FRENCH POSITION-GUN BATTERY IN A FIELD ON THE OISE FRONT.



IN AN ENTRENCHED POSITION AWAITING THE ENEMY: ADJUSTING A BIG SHELL IN THE BARREL OF A TRENCH-MORTAR.



AS IN FORMER-DAY SIEGE FRONT-LINE FASHION BEFORE SEBASTOPOL: FRENCH SHARPSHOOTERS IN RIFLE-PITS NEAR THE BATTLE-LINE.



AN ALLIED RENCONTRE IN A FRENCH TOWN: BRITISH SOLDIERS AND FRENCH POILUS.



AS HARD-HITTING A PIECE OF ORDNANCE AS ANY WITHIN THE BATTLE-AREA: A HEAVY FRENCH LONG-RANGE GUN IN POSITION.

Of the above set of illustrations, all of which have to do with parts of the Allied line where fighting has been—and is—taking place during the Great Battle, special note may be made of these. The second illustration shows the grouped members of a brilliantly distinguished R.A.F. squadron. Every pilot and observer shown in the photograph has, it is stated, "brought down at least three enemy machines."—The train-load of reinforcements for an endangered section of the British front, seen in the fourth illustration, with the men packed in goods-vans like sardines, and surplus soldiers on the roofs, went forward, it is stated, like trippers starting for a Bank holiday, and their high spirit is typical of the way all go to

the battle-line.—The W.A.A.C. squad in the fifth illustration is one specially commended for pluck during the Great Battle. As officially notified, one party of W.A.A.C.'s in the battle-area refused a lift back to safety in transport vehicles, saying the wagons would be wanted for soldiers, and marched fifteen miles back to their rendezvous, after waiting in danger to feed relays of tired and hungry officers and men. "All reports," runs a War Office communiqué, "bear out the fact that the W.A.A.C. during the crisis have more than justified their existence, and have well maintained the credit of their sex and of the Army to which they belong."

"WHY NO BATTLE AT SEA?"

By ARCHIBALD HURD.

WHEN the Germans launched their offensive in France, some students of the war assumed that the enemy would also seek for a decision by sea. That anticipation revealed a failure to appreciate the fundamental difference between the war by land and the war by sea. That difference was never more marked than to-day. The Germans have reduced Russia to comparative impotence. Russia was a great military Power, but she was never a great naval Power. The result of the Brest-Livovsk negotiations was to set free several hundred thousand German and Austro-Hungarian troops. But at no time during the war has Germany employed more than a small portion of her Fleet—and that mainly older ships—in the Baltic. Consequently, there was no such radical readjustment of power by sea as occurred by land. The influence of Russia's withdrawal on the naval situation was further restricted when the Germans initiated operations against Finland, now in progress, because that decision involved the employment of a considerable number of German ships of war and auxiliaries.

All that on the one hand. Turn now to the situation in the North Sea. The Germans undertook their offensive in France in order to anticipate the time when the military weight of the United States would become fully operative. They struck deliberately before the American Army had taken its place in full strength on the Western Front. American troops had first to be trained, a long process, and then they had to be transported; which meant that a

large body of shipping, at the rate of five tons per man, had to be provided at a moment when there is a shortage of tonnage throughout the world. The United States was not a military Power when it declared war a little more than a year ago, but it was one of the great naval Powers; and in virtue of its position by sea, it instantly took up its share of the burden of war in European waters. In the first place, it sent over destroyers and other small craft to assist in combating the submarine, and afterwards it despatched battle-ships. Germany, in consequence, had a better chance of fighting by sea in the early stage of the war than she has to-day. On land the collapse of Russia enabled her to concentrate masses of troops in secrecy so as to employ what she believed would prove overwhelming force. She has not been able to take similar action by sea. In the first place, her fleet was already concentrated, as her Army was not concentrated; and, in the second place, whatever advantage she gained from Russia's defection from the Allied side was more than off-set by the splendid contribution made by the United States to the fighting strength of the Grand Fleet.

It is sometimes remarked that, as a last resource, Hindenburg may force the German High Seas Fleet into action as Napoleon compelled Villeneuve to put to sea in October 1805. On the eve of Trafalgar, however, the conditions were very different from those which exist now. On paper, Napoleon was able to assure himself that, if Villeneuve could form a junction with the Spanish, under Grevina,

those two fleets would be superior to the force commanded by Nelson. In order to shame Villeneuve into action, he let it be known that he had despatched another admiral to succeed him. Villeneuve put to sea, and, as Napoleon had anticipated, when the two opposing forces came in sight of each other, the Franco-Spanish Fleet numbered 33 ships of the line to the British 27. The Germans to-day are under no illusion as to the relative strength in the North Sea. Moreover, they do not enjoy the freedom of surprise movement, which would prove of no mean advantage to them in the existing situation. There is a good reason why the German High Seas Fleet no longer "cuts capers," to borrow Nelson's phrase, and why even divisions of battle-cruisers no longer dash across the North Sea to bombard our East Coast. When the history of the war comes to be written, we shall learn the steps which Lord Jellicoe, on becoming First Sea Lord, took to rob the Germans of the initiative by sea. The German Fleet is worse situated than at any period of the war, apart from the fact that the balance of power against it is greater than it was two years ago.

In the circumstances, it is no matter of surprise, therefore, that the offensive movement on land has been accompanied by no battle by sea. It is always possible that the German soldiers may force Admiral von Scheer to sea, but if they do so, he is robbed of the possibility of surprising us, and he must enter upon a battle in the knowledge that he will be opposed by far superior forces.

THE DESTRUCTION OF THE BELGIAN CARILLONS.

By E. B. OSBORN.

THE melting down of the historic carillons of Belgium seems to me the worst of all Germany's acts of vindictive vandalism. I feel it more than the deliberate wrecking of Rheims Cathedral, so rich in the "frozen history" of the world's wisest civilisation. The latest German crime against art, our otherworldly heritage, was not prompted merely by the desire to obtain metal for the making of munitions. It was primarily inspired by the wish to hurt and humiliate the little nation that so steadfastly refuses to accept the blessings of *Kultur*—those precious balms that break the head and the heart also. In the days of peace, when M. Josef Denyn, the greatest living executant on the keyboard carillon, gave recitals at Malines, the great market-place under the vast shadow of St. Rombold's Tower (which would have been the loftiest in Christendom if the stone for the spire had not been carted off to build a fortress in Holland) was always crowded, and the crowd invariably included hordes of German visitors who professed the greatest admiration for the famous *virtuoso*, his wonderful instrument, and the Flemish art of bell-music. "Ach!" said one of these listeners from Epicurus's sty in the summer of 1910, when the great contest was held there between the most skilful carillonneurs of Belgium and Holland, "we have nothing like dot in Shermans." That was just after M. Denyn had played "Rule Britannia" in honour of the English visitors, and I will remember the magnificent effect of the deep, thrilling voices of the huge bells in the bass octave:

they seemed to come from a more remote horizon than that of the blue sky over the Grote Markt—it was as though the unseen aerial player had persuaded the far-off sea to help out his harmony with its profound notes of thunder! That obsequious German chose the psychological moment for his compliment; probably he wanted to borrow money or cadge a meal, for I had the greatest difficulty in getting rid of him. He belonged to the class of Prussians-on-the-make of whom it has been said, if you put them out by the door, they climb back through the window.

Perhaps he was one of the cunning students of Flemish mentality who have shown the German War-Lords how to hit the Belgians in a tender spot of the national consciousness. It will be a sore and rankling wound, for the poorest peasant in Belgium is a connoisseur of bell-music, and those who live within hearing of a fine carillon know the names and tones of each individual bell. Labourers toiling in the fields, though sure that the fruit of their toil will be stolen, and old women seated at the decrepit spinning-wheels their grandmothers used, will sadly miss the soft elegiac airs or bright, joyous ditties which come across the long levels of the brooding landscape from towns where "the passing hour sings." For the famous carillons at Malines and Bruges and Antwerp, and many another historic town, are not the exalted and exaggerated barrel-organs which are common enough in England. Each bell has its clavier, and the carillonneur interprets each piece of music, making the

most and best of the personality of his instrument and his own. It was Van der Straeten, a good judge indeed of bells and bell-music, who said, "A fine carillon is as precious as a violin by Stradivarius." Indeed it is so, and previous invaders of this battlefield of Europe have almost always spared a fine set of bells, being too intelligent in affairs of art to recast the suave, shimmering bells of Dumery, or the gay, dulcet-clear bells of the Hemons, into cannon. Why, even during the "Spanish Fury" the carillons were not destroyed. They were preserved, but carried off and installed in some Spanish church-tower. Even when the French revolutionaries invaded Belgium in 1793, they so refrained their iconoclastic zeal as to spare the ancient carillons, such as that of Malines, in spite of the decree of the National Convention: "That there shall be left only one bell in each parish church; that all the others shall be placed at the disposal of the Executive Council, which shall provide for taking them to the nearest foundry that they may there be made into cannon." The brazen clangour and thunderous huff-snuff of cannon were the very idiom of the gospel of the French Revolution. But the Latin folk, if they lose religion, love art all the more—and they have never, in their utmost ecstasies of violence, been capable of the stupid and vindictive crime which the German invaders have just perpetrated in Belgium.

M. Denyn will play no more, alas! on the beautiful Hemony bells at Malines, or on the Dumery set at Bruges which he did not like quite so well.

ELECTRICITY AND ALLOTMENTS.

By F. L.

NO one needs to be told at this juncture that the man who can at once increase and hasten the production of food-stuffs will confer a signal benefit, first of all, on his country, and then upon all the civilised world. Yet, if all tales be true, this can be done with the aid of what our gallant Allies, the French, call the fairy Electricity. It has long been known that electricity, if applied direct to living plants, would increase the growth considerably, and some experiments with wheat were described in 1911 in the *Bulletin de l'Institut International d'Agriculture*, and were copied, if I remember rightly, into the *Journal of the English Agricultural Society* a little later. In these experiments, the field chosen for experiment was sown with wheat, and was then covered with a network of wires through which was passed continuously a current of 100,000 volts at 1-10 of an ampère; while a neighbouring field was sown with wheat of the same variety and cultivated in the ordinary way without any electricity at all. The result was encouraging, but not conclusive; for, while the electrified field gave a crop considerably heavier when taken together than the untreated one, the increase varied considerably in different parts of it, some patches showing a superiority of 30 per cent., while in others it fell to 13 per cent. only. Moreover, currents of 100,000 volts cost a good deal even in those far-off days of cheap coal, and it was decided that the comparatively slight increase of yield was dearly purchased at the price of the very considerable increase in the cost of working.

This objection was, however, knocked on the head by the inventiveness of the Russian botanist Spichneff, who hit upon the idea of obtaining his electricity not from a steam or gas driven dynamo, or even from water power, but from the atmosphere, from which, as was shown in these columns a few weeks back, the Hun now draws the fertilisers necessary for his somewhat barren soil in the shape of nitrogen. Spichneff showed, by putting up frames bearing circles of points of gilded copper in a cultivated field and running insulated wires from them to metallic conductors buried at intervals, the yield of wheat, barley, and oats could be increased by 55 per cent. and that of potatoes by about 11 per cent. This was in turn improved upon by a French *savant*, who set up four masts in a potato field of 2½ acres, each bearing a spike of copper, from which continuations in iron wire spread all over the soil. He found that they produced potatoes 21 days sooner and of a weight 50 per cent. greater than the plants grown in a neighbouring field not so treated. But this result was surpassed by M. F. Basti, who was, I believe, a Lieutenant in the French Navy. He made use of an ordinary lightning conductor consisting of a spike of copper, nickel-plated, or otherwise protected against oxidation. This was fastened to a post from 2 ft. 6 in. to 6 ft. high, and was buried in the ground to a depth corresponding to the average distance that the roots of the crop sown would in the ordinary way penetrate below the surface. He found that each of these spikes had a circle of action corresponding roughly to six

times the height of the supporting post, and that the plants within this radius not only gave a much heavier yield than those outside it, but also came to maturity much earlier. Thus, spinach sown on March 21, 1908, was above the ground ten days later, and was ready for cutting on May 15; while a similar crop sown, but not electrified, on the same day, did not come up before April 8, nor ripen before the beginning of June, the yield being 3 lb. in the first case for every 20 square yards as against ½ lb. in the second. Strawberry-plants electrified in the same way produced a crop four times as great as those grown without electricity under the same conditions and for the sake of comparison.

Here, then, seems a means by which most allotment growers can make experiments at an easy rate. Copper wire, which need not be insulated, can still be had, especially in the shape of old bell-wire, and it would not take much to put up a few posts to uphold it on each allotment. The only thing to beware of is that there are no tall trees, lamp-posts, or other things likely to prove conductors of greater height than your electricity-catching rods in their immediate neighbourhood. If there are, they will get all the electricity in the atmosphere and you will get none. But, except for this, there are no particular precautions to be observed; and, as Lieutenant Basti's experiments continued over a space of seven years with unflinching success, you will be singularly unlucky in your weather if you do not soon get back your outlay on material, with a handsome profit in addition.

THE ROYAL VISIT TO EAST ANGLIA: SOME PICTURESQUE INCIDENTS.

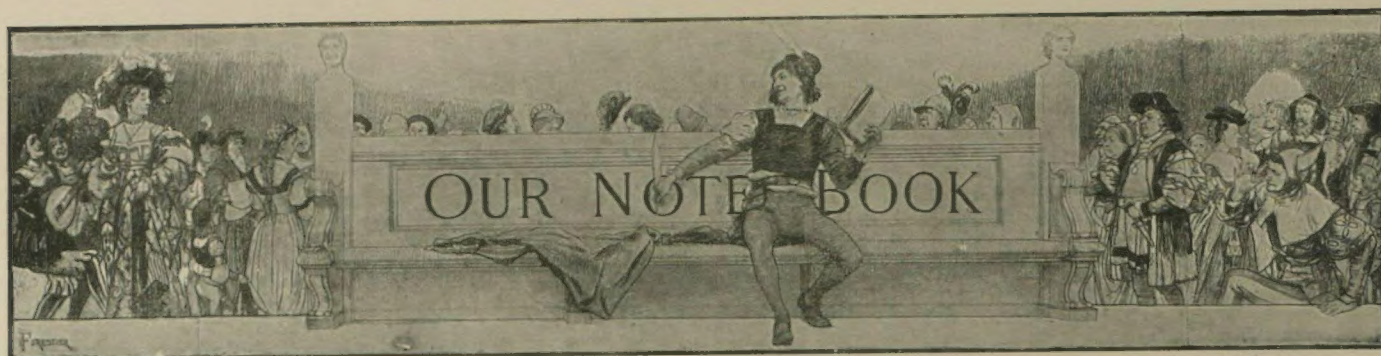
DRAWN BY S. BEGG.



THE KING AND QUEEN IN THE EASTERN COUNTIES: THEIR MAJESTIES AT LINCOLN, GRIMSBY, AND IMMINGHAM; AND WITH PRINCE ALBERT AT AN AIR STATION.

During the royal visit to Lincoln on April 9 a delightfully informal incident occurred at an establishment where their Majesties met some American officers and men. Captain M. W. Mack, of the United States War Risk Bureau, asked the Queen for her autograph on an envelope; and, when her Majesty looked round for something to write on, an American soldier, Sergeant Walty, presented his broad back as a desk. The Queen laughingly accepted the offer, and next the King wrote his signature on the back of Sir

Henry Fowler. In our drawing Captain Mack is seen holding the envelope in place for the Queen. On the following day their Majesties visited Grimsby and Immingham Docks, where the "Wrens" were inspected. The King talked with Lieut. Courteville, an officer commanding some French sailors, who wore the Croix de Guerre and Legion of Honour. Their Majesties visited an aerodrome where Prince Albert, now Captain R.A.F., commands Naval Boys.—[Drawing Copyrighted in the United States and Canada.]



By G. K. CHESTERTON.

IT can hardly be too often repeated that a man commonly calls himself international only because he is insular. It is not a paradox, but a platitude, for a moment's thought will show that it must be so. Even in a straight street, in which the houses all look the same, a man must shut himself up in his house in order to believe that the people all look the same. If he will try the experiment of knocking at all the front doors, one after another, with no purpose save sociological inquiry, he will be surprised at the fascinating variety of the human faces, and human expressions, that appear at the doors; at the rich diversities of human personality that will leap out upon him; at the dramatic differences in temperament—not to mention temper. In the modern town, where there are no neighbours, but only strangers next door, he may thus for the first time discover that his street contains some such treasure as a drunkard, or a drug-fiend, or a professional blasphemer, or a prophet of some modern religion. And if this is true of a quiet street in a small suburb, where all the externals are of the same pattern, it is naturally much more true of the whole world, or even of the whole Continent. We have, as it happens, been very much surprised to discover, in our small and quiet European street, a drunkard and drug-fiend and blasphemer; and we have been still more surprised to discover that he believes himself to be, and even in a sense is, the prophet of a modern religion.

Now there is a certain sort of modern man who generally calls himself a rationalist, and might more properly be called an irrationalist. It is his interpretation of rationalism not merely to ask for the reason of things, but to refuse to see the things so long as he cannot see the reason. And that is, of course, the real position of those who are most puzzled by the moral problem of the war. Some of them, because they cannot explain, cannot believe; they cannot believe, although they know. They see that the Germans are very different from other people; but they cannot see why they should be different from other people. We must explain why being Prussianised means being perverted, or these people will not accept their own experience when it proves the same thing.

Now the difference between the German and his Western foes is not superficial, but profound. It is the resemblance that is not profound, but merely superficial. It is, as we have seen, exactly like the case of a lunatic living in a quiet street. It is not true that, when we walk along the street, we see one house with the chimney-pots upside down, the slates painted all the colours of the rainbow, and the bedstead or dinner-table dangling from the balcony like a tavern sign; it is not true that we then go into the house, and find that the householder is, after all, a quiet and sensible fellow exactly like his neighbours. Such an incident but rarely occurs. What happens is that the tiles and the chimney-pots, the balcony and the dinner-table, are fairly familiar to us, and it is precisely the inmost and most mystical soul of the demented man that we feel to be dwelling in a desert thousands of miles away. Similarly, it is perfectly easy to make a parallel between Germany and other European countries, as between such a house and other suburban houses, in the strict condition that it is a superficial parallel. It is perfectly easy to

make a generalisation about Germany and France and England, so long as it is always a shallow generalisation. It is easy to say that they all have Ambassadors, that they all have armies, that they all have trades unions, that they all have newspapers. But the German Ambassadors have exasperated neutral States as no other Ambassadors have done; the German armies have spread terrorism and hatred as no other



SPECIALLY MENTIONED BY THE PRIME MINISTER FOR CLOSING A GAP IN THE BRITISH LINE: BRIG.-GEN. SANDEMAN-CAREY.

Mr. Lloyd George described in Parliament how Brig.-Gen. Carey collected a "scratch" force and closed a serious gap in the British line, which might have let the Germans through to Amiens and Calais.

Photograph by London Stereoscopic Company.

armies have spread them; and the German trades unions and newspapers, whenever they are generally

Very briefly, there are two huge historic reasons—which everybody ought to know by heart, and which very few people seem to know at all. The first can easily be stated in the favourite terms of the very cosmopolitans and pacifists whose question we are answering. Some of them stake all their hopes on a League of Nations; some go so far as to invoke what Mr. H. G. Wells would call a World State; but too few of them realise the simple historical fact that, whether or no these things will exist in the future, something very like these things has already existed in the past. So far from a League of Nations being a merely experimental idea, it might be called by its opponents an exploded idea. So far from the world merely moving on doubtfully towards a World State, it has been for nearly a thousand years moving away from one. There was once something very like a World State, consisting of most, if not all, of the then known world—in the Roman Empire; and there was once a League of Nations, consisting of most, if not all, of the States now called national—in the Crusades. Now the exceptions to such historic universality are very important, for the chief exception was North Germany. Only an outer fringe, even of South Germany, was ever really civilised by the Roman Empire or baptised in blood in the Crusades. All that was meant by Rome in ancient history, all that was meant by Christendom in modern history, has been received by the dominant German tribes (when it was received at all) by belated imitation and not aboriginal inheritance. It is not strange that such external imitation should still leave mysterious the mind of a German, at least as mysterious as it leaves the mind of an Asiatic, or even an African. We can see that the barbarian beyond the Roman wall has our weapons and wheels and tools, without being certain that he has our thoughts—just as we can see that a negro king has a top-hat on his head, without being much further enlightened about what he has in his head. This is a simple point, and it is missed for a simple reason—that the internationalist does not seem to know that his own ideal has been a reality. And just as the first reason can be stated in the very language of the Pacifist, so the second reason can be stated in the very language of the Pro-German. It is perfectly true that all Germans are educated. They are all systematically and scientifically taught; but what are they taught? They have been taught the naturalness and necessity of this war long before there was any such war; they were told to justify it long before they were told to wage it. Each individual man of them regards the idea that the Teutons must renew war to refresh civilisation as you and I regard the idea that the English have been associated with the sea. He holds this as firmly as a man holds a thing when he has forgotten when he first heard it. Invasion is to him what adventure is to a schoolboy—something he knew before he went to school. But it has not been left loose like the idea of adventure; it has been enforced like the idea of military service. Education was modelled on militarism, and arose solely out of militarism. The State did not call students to arms; it only marched soldiers to school. These two facts—that a single and sinister mind was outside European experience, and that



BRITISH MILITARY REPRESENTATIVE ON THE SUPREME WAR COUNCIL: MAJOR-GENERAL J. C. SACKVILLE-WEST.

General Sackville-West, who is heir-presumptive to Lord Sackville, has been twice wounded in the war. He is forty-seven, and served in South Africa as A.D.C. to General Buller. He now succeeds General Rawlinson. (Photograph by Saisine.)



APPOINTED CHIEF OF THE AIR STAFF, ROYAL AIR FORCE: MAJOR-GENERAL F. H. SYKES.

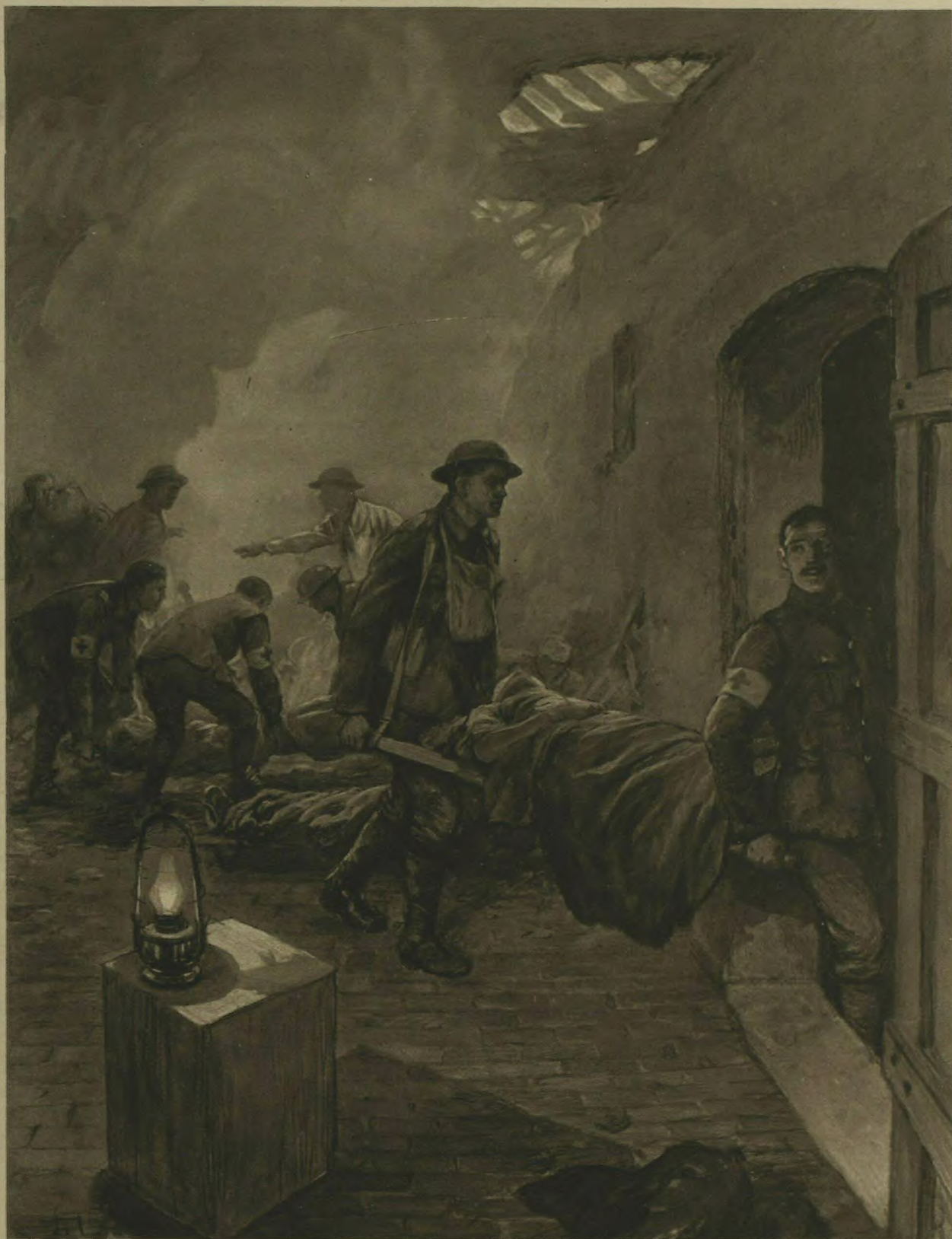
General Sykes, one of the leading pioneers of military aviation, went to France with the first flying force, and later commanded an air force at the Dardanelles. He has since been on the Versailles Council. (Photograph by E. O. Hoppé.)

expected to do something, almost invariably do the opposite. And they do it for the simple reason that the German soul has really become something highly separate and singular. Why has it done so?

this single mind rigidly reduplicated itself a million-fold on the men beneath it—these are quite enough to explain the portents of piracy and slavery, of massacre and torture, that we have seen.

THE GREAT BATTLE: A DRAMATIC EPISODE AT VILLERS-BRETONNEUX.

DRAWN BY A. FORESTIER FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



DURING A TERRIFIC BOMBARDMENT BY THE ENEMY, "WHICH TORE THE STREETS TO PIECES": DRESSING-STATION ORDERLIES CARRYING WOUNDED TO THE CELLARS, AMIDST BURSTING SHELLS.

All day, on Thursday, April 4, a furious combat raged for the possession of the town of Villers-Bretonneux, in the undulating country south of the Somme Valley. It was held by Australian units, while "to the accompaniment of a terrific bombardment of the town, which tore the streets to pieces," in the words of the "Times" correspondent, "the enemy sent on waves of assaulting troops." A dramatic episode during the attack is shown here—at a dressing-station installed in one of the houses. The room occupied

by the wounded was a sort of large store-room, or warehouse, some few feet below the level of the ground floor. It led to two cellars, which extended beneath the house. Suddenly shells fell like a cloudburst of hail round the house, ten in succession hitting it. The orderlies had just time, amidst the falling bricks, timber and plaster, slates, etc., at imminent peril to all, to carry down the wounded into the cellars, where they remained till night ended the bombardment.—[Drawing Copyrighted in the United States and Canada.]

A HEROIC ACTION BY AUSTRALIANS BEFORE AMIENS: THE DEFENCE OF VILLERS-BRETONNEUX.

DRAWN BY FRÉDÉRIC DE HAENEN FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



A GALLANT DEFENCE: AUSTRALIAN MACHINE-GUN POSTS MEETING WAVES OF GERMAN INFANTRY ADVANCING FROM MARCELCAVE AGAINST VILLERS-BRETONNEUX.

Here and on the facing page we illustrate the heroic defence of Villers-Bretonneux by Australian troops. The above drawing shows the opening German attack on the morning of April 4. Waves of German infantry are seen, in the left background, emerging from the mist over ploughed land, where they were mown down at short range by machine-guns posted, one on the extreme left, another on the further side of the French military cemetery seen in the centre, and another on the edge of the

wood on the right. Through the trees may be seen a railway bridge occupied by German machine-gunners. The road is that leading from Marcelcave, dimly seen in the distance towards the right. Describing the action, an Australian official correspondent writes: "The battle lasted all day for the possession of the town of Villers-Bretonneux, commanding the local position, which we retained after heavy fighting and a glorious defence by New South Wales battalions."—[Drawing Copyrighted in the United States and Canada.]

THE DEFENCE OF VILLERS-BRETONNEUX: A GREAT STAND BY AUSTRALIAN AND BRITISH TROOPS.

DRAWN BY R. CATON WOODVILLE, FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



WHERE AUSTRALIAN TROOPS KILLED OR WOUNDED ABOUT 4000 GERMANS: NEW SOUTH WALES MEN AT VILLERS-BRETONNEUX ON THE EVENING OF APRIL 4.

The beginning of this day's fighting at Villers-Bretonneux is illustrated on the opposite page. Here the Australian troops are seen advancing northwards from the town, which is being subjected to very heavy shelling. An account of the battle by Australian official correspondents says: "In the afternoon, to the accompaniment of a terrific bombardment of the town, which tore the streets to pieces, the enemy sent on waves of assaulting troops on the right flank of the Australians. . . . At the end of the

afternoon a British regiment was sent in to reinforce the right of the Australians, and shortly afterwards another New South Wales battalion advanced on the right, and these British troops saved the position. The end of the fight is thus described: "The Australians, who were still holding the hills, fought certainly four or five times their own numbers. In Thursday's fight (April 4) Australians killed and wounded about 4000 Germans."—[Drawing Copyrighted in the United States and Canada.]

THE WORLD OF FLIGHT.

THE GENESIS OF THE ROYAL AIR FORCE.

By C. G. GREY,
Editor of "The Aeroplane."

NOW that the Royal Air Force is definitely in being, it seems fitting that one should review the history of naval and military aeronautics as briefly as may be, so that those who have only recently come to take an interest in the subject may be, in legal parlance, "seized of the situation."

The first attempt to use the air for military purposes was made by the French, who used a spherical balloon of the Mongolfier, or hot-air, type at the Battle of Fleurus; and thereafter balloons—gas or hot-air—were used in a desultory way till, in the Siege of Paris, they were used as a regular means of communication between the besieged and the outside world.

The beginning of air work in the British Services was the Balloon Company, Royal Engineers. Later on, this Company experimented with the man-lifting kites of the late Mr. S. F. Cody. During 1906 the Balloon Company, then commanded by Colonel Capper—now General Capper—began experimenting with air-ships. In this work also Mr. Cody was concerned. The result was a dirigible sausage-shaped balloon known as the *Nulli Secundus*, which had some success.

In 1908 Mr. Cody began experimenting with an aeroplane built at the Balloon Factory, the workshop of the Balloon Company R.E. In this work Colonel Capper gave Mr. Cody every encouragement and assistance in his power, but the higher military authorities were not sympathetic. Finally, in 1909, Mr. Cody left the employ of the Balloon Factory, and continued his experiments on Laffan's Plain by himself, ultimately achieving remarkable success, and in 1912 winning the £5000 prize offered by the War Office for the best performance by a military aeroplane.

In 1910 the Balloon Company R.E. put out the sprout of an aeroplane branch, which was known as "No. 1 Aeroplane Section, Balloon Company R.E." This was stationed at Lark Hill, on Salisbury Plain. From it developed the R.F.C. as we know it. This section was commanded by Captain J. B. Fulton, R.A., who later founded the Aeronautical Inspection Department, R.F.C.

About a year later, in 1911, efforts were made to induce the Admiralty to take an increased interest in aeroplanes. A naval airship, which never flew, was already under construction at Barrow-in-Furness, under the charge of Captain Murray Sueter, R.N. Several naval officers had already learned to fly privately at their own expense, but the Admiralty had done nothing to encourage aeroplanes.

In 1911 a member of the Royal Aero Club, Mr. Frank McClean, one of the pioneers of aviation who began experimenting in 1908, lent the Admiralty four biplanes built by the Short Brothers at Eastchurch, the Royal Aero Club's experimental aerodrome; and on these machines four officers were permitted to learn to fly. These officers were Lieutenants Samson, Gregory, and Longmore, R.N., and Lieutenant Gerrard, R.M.L.I. They were taught free of charge by a member of the Royal Aero Club, Mr. G. B. Cockburn, the Admiralty merely being responsible for the running expenses of the aeroplanes and for the pay of the officers.

Later on, the Admiralty bought these and a few other aeroplanes, acquired sheds and living accommodation near the aerodrome, detailed half-a-dozen other officers to be taught to fly there by the original four, told off some ratings as machine crews, and so founded at Eastchurch the beginnings of the R.N.A.S.

By the beginning of 1912, thanks chiefly to the brilliant cross-country performances of various French aviators, and to long aerial journeys by Zeppelin airships, the British Government began to realise the importance of Service aeronautics, and in that year it was decided to form the Royal Flying Corps. This was created as an amphibious service, similar to the Royal Air Force to-day. It consisted of a Naval and a Military Wing.

Captain Sueter, R.N., was appointed Director of the Air Department at the Admiralty, to control the

Naval Wing; and Brigadier-General David Henderson, D.S.O., then Director of Military Training at the War Office, undertook the control of the Military Wing, Major F. H. Sykes being placed in active command. At a later date, General Henderson resigned his post as D.M.T. in order to become Director-General of Military Aeronautics.

On the formation of the joint R.F.C., it was decided to form a joint school for both naval and military aviators at Upavon, on Salisbury Plain. The



THE UNIFORM AND BADGES OF THE ROYAL AIR FORCE

(LEFT) FRONT VIEW OF UNIFORM; (RIGHT) BACK VIEW.

The R.A.F. service dress is of khaki during the war, but afterwards a light-blue uniform of the same pattern will be substituted. Officers may wear the blue uniform during the war as mess kit. The cap is of R.N.A.S. pattern, with the crown khaki and the peak and band black. A cloth belt takes the place of the "Sam Browne."

Photograph by Sport and General.

first Commandant of this establishment, which was named officially the Central Flying School, was Captain Godfrey Paine, M.V.O., R.N., who is now Major-General Sir Godfrey Paine, K.C.B., M.V.O., and

the R.F.C., and despite the complete amity of the officers and men of the two Services at the C.F.S., it was found that the nature of the work of the naval and military aviators differed so widely when once they had passed the elementary stages of their aerial education that gradually the Army began to predominate at the C.F.S., while the Navy's flying people tended to segregate at Eastchurch, and at the newer station at Calshot, on Southampton Water, where the flying of seaplanes was taught and where the Navy carried on experiments in flying from water.

This seemed inevitable in view of the fact that the naval aviators did everything Navy fashion—measured time by "bells," measured speed by knots, and ran their stations as if on board ship; while the Army people adhered to Army procedure. And so the Navy people began to call themselves the Naval Air Service, at first unofficially, and afterwards in official communications. The divergence of interests and customs increased until, on July 1, 1914—a month only before the outbreak of war—the Royal Naval Air Service was created officially. The Military Wing R.F.C. continued to exist officially, but only in contra-distinction to the Administrative Wing R.F.C. and the Aeronautical Inspection Department, R.F.C.

The importance of Service aeronautics had been recognised some years before the war by sundry enlightened Members of Parliament. Many questions were asked in Parliament concerning our unpreparedness for aerial warfare. The leader of what one may call the Air Party in the Commons was Mr. Joynson-Hicks; and in the House of Lords the most prominent advocate of an air fleet was Lord Montagu of Beaulieu.

On the outbreak of war the R.F.C. went abroad with about sixty aeroplanes all told; and the R.N.A.S. patrolled the Channel and the East Coast with a mixed force of seaplanes and shore-going machines of about the same number. Some half-dozen naval shore aeroplanes went to Flanders and raided Germany, this detachment becoming eventually the nucleus of the R.N.A.S. force which has carried on constant air war against the Germans in Flanders ever since.

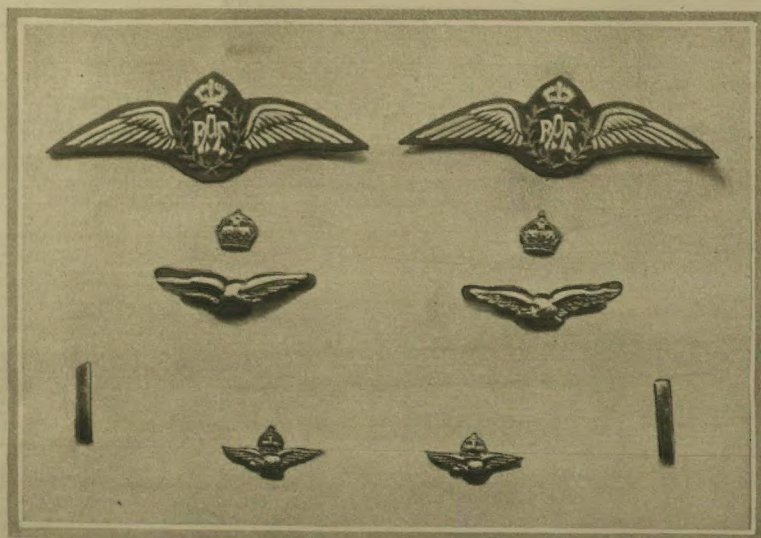
The demand for more and more aeroplanes for both the Flying Services naturally led to keen competition for supplies, and the rapid increase in the personnel of the Services equally naturally led to a certain amount of personal rivalry which had detrimental effects. In consequence, fresh agitation arose, chiefly for improved efficiency and for the unification of the Services. The leaders of this agitation were again Lord Montagu and Mr. Joynson-Hicks, and to them was added Mr. Pemberton-Billing, who entered the House of Commons on the "air ticket" early in 1916.

The result was the historic Air Inquiry Committee over which Mr. Justice Bailhache presided. The report of this Committee was issued late in 1916, and included a lengthy addendum by Mr. Charles Bright containing a number of recommendations which agree remarkably with various alterations since made in the constitution of the Flying Services.

Following on this report the first Air Board was formed, with Lord Cowdray as President, and Mr. William Weir (now Sir William) as Controller of Supplies. Great improvements were effected in the quality and quantity of aeroplanes and engines; but many people were still of the opinion that it was necessary to amalgamate the R.N.A.S. and R.F.C. in order to eliminate unfortunate competition between the Services.

This amalgamation was ultimately effected by the passing of the Air Force Bill in November 1917. The necessary process of organisation on paper occupied some months. The Air Ministry, with Lord Rothermere as Secretary of State, came into existence soon after the Bill became an Act of Parliament, and on April 1, 1918, the Royal Air Force became an active entity.

At the moment of writing no announcement has been made as to the precise delimitation between the naval and military branches of the R.A.F.



R.A.F. BADGES: (TOP ROW) BREAST BADGES; (SECOND ROW) SLEEVE BADGES AND CROWNS; (THIRD ROW) "BRITISH WARM" BADGES AND TWO RANK BARS.

Rank is indicated on the cap as follows: General officers wear two rows of gold oak leaves on the peak, and field officers, one row. Captains have two upright metal bars on each side of the badge; Lieutenants and Second-Lieutenants, one bar on each side (as in the upper left-hand photograph).—[Photograph by Sport and General.]

Master-General of Personnel in the Royal Air Force. With him, as Chief Staff Officer and Assistant-Commandant, was Major Hugh Trenchard, D.S.O., Royal Scots Fusiliers, who is now Major-General Sir Hugh Trenchard, K.C.B., D.S.O., and Chief of the Air Staff in the Royal Air Force.

Despite the theoretical unity of the two Wings of

Convoy-Protection against U-Boats: Smoke-Screen Tactics during an Attack.



DROPPED AT REGULAR INTERVALS BETWEEN AN ATTACKING U-BOAT AND A CONVOY: SMOKE-BOXES FORMING A WALL OF SMOKE.

A U-boat is threatening the ships of the convoy, seen in line towards the background to the right. To baffle the U-boat an escorting ship (partly seen at the bottom right-hand corner) has moved up between the U-boat and its quarry. It has dropped a succession

of smoke-boxes, to form a fog-screen behind which the convoy may go forward safely. The wake of the escorting ship is visible across the waves, with the smoke-boxes at intervals, giving off their trails of smoke.

REPRODUCED BY ARRANGEMENT WITH "L'ILLUSTRATION."

Under Fire: French Artillery Supplies Hustling Forward across Stiff Mud.



WITH THE HORSES TUGGING AND STRAINING THEIR HARDEST, WITH STEAMING FLANKS, AND PANTING: MAKING FOR THE BATTERY LINES IN ACTION. A French "ravitaillement" column for the artillery, made up of six-horsed wagons, all heavily laden with stores and general supplies, is seen here. It is making its way forward under fire, at the best speed possible across the heavy soil, soft deep mud, along the edge of a hillside wood. The puff of the smoke from a shrapnel shell burst in the air in rear is seen. Smoke-fumes of bursting shells drift among the bare and splintered tree-trunks and branches, while the horses pant and struggle forward.

DRAWN BY GEORGES SCOTT. COPYRIGHTED IN THE UNITED STATES AND CANADA.

THE WAR-SPIRIT OF THE RAJAS.

"Thanks to the heroic efforts of the British Armies, assisted by their Allies, the attempt of the enemy in the

West is being checked. But, if we are to prevent the menace spreading to the East and gradually engulfing the world, every lover of freedom and law must play his part. I have no doubt that India will add to the laurels it has already won, and will equip itself on an even greater scale than at present to be the bulwark which will save Asia from the tide of oppression and disorder which it is the object of the enemy to achieve. . . ."

NOWHERE in India will the stentorian call of the Prime Minister resound louder than in that part of the land which still belongs to Indians, and is ruled by them. The German challenge to civilisation set on fire the martial blood of the Maharajas, Rajas, and Nawabs who exercise sovereign functions in their own right and name over States large and small. They lost no time in coming forward personally to fight for the King-Emperor, and to aid his Majesty with men, money, and munitions. The Rajas' enthusiasm has proved to be full of vitality. It burns to-day as brightly as it did in the autumn of 1914.

In spite of the trials inseparable from campaigning and of persistent calls from their States—whose administration depends entirely upon their will—several Rajas remain on active duty. The armies of many of them are in the firing line—and have been there for almost four years. Drafts and money for their maintenance are going forward with clockwork regularity from the States. Not content with finding the money to keep their troops in the fighting line, the Indian Rulers are generously contributing to the war-chest. Armoured aeroplanes, motor-ambulances, and hospital-ships given by Rajas are "doing their bit" in many theatres of war. The railway workshops in many States are as arsenals; and many palaces are being used as hospitals and convalescent homes. Without the liberality of the Rajas the war-charities started in India might well have had another tale to tell, and the War Loans raised in India would not have been so successful as they have been. When one closely examines this patriotism, one finds that it is not being shown by Rajas of a single race or religion, or by those ruling over States in one part of India. Contributions of one sort or another have come from them all. They number something like 710, and differ widely from one another in their racial and cultural heritage.

Among the Rajas who came forward to fight in the Empire's hour of peril, one finds many Rajputs. Their race-name means "king's sons," and describes them exactly. They are the descendants of the mighty warrior-kings who ruled in India in prehistoric times. Through all their vicissitudes they have preserved the capacity to fight and to rule. The States that belong to them, some of which have been in the possession of their houses for centuries, are scattered all over India, though most of them are to be found in Rajputana (or "the home of the Rajputs"), Central India, and Kathiawar—that peninsula jutting out from the Bombay Presidency into the Persian Gulf.

Rajputana has sent the Maharajas of Bikanir, Jodhpur, and Kishengarh, and also Lieutenant-General his Highness Maharaja Sir Partab Singh of Jodhpur. The Maharaja of Idar, the Rana of Barwani, and the Rajas of Baniya and Ratlam have come from Central India. From portions of Kathiawar under Rajput rule came the Jam of Navanagar, the Thakur Sahib of Rajkot, and the Raj Sahib of Vankaner. Nepal, which nestles among the Himalayas and is ruled by Rajputs, sent a representative in the person of Lieutenant Rana Jodha Jang Bahadur, who won his Military Cross in Flanders. Nepal is outside the Indian protectorate, but it has been most assiduous in finding recruits for the Indian Army, and has been munificent in contributing to the war-chest and

war-charities. The Rajput ruler of Kashmir, also situated in the Himalayas, has been so assiduous in rendering aid that some time ago the King-Emperor promoted him to the rank of Honorary Lieutenant-General. The Rajput ruler of Mysore, in Southern India, contributed £333,333 in a lump sum, besides sending his Imperial Service Troops on active service under the command of a near relative, and liberally subscribing to various war loans and relief funds.

Many relatives of Rajput Rajas are fighting in various theatres of war. One of them, a nephew of "Ranji," was killed some time ago in France. The regiment of cavalry that the Maharaja of Jodhpur has been maintaining on active service since the very outbreak of hostilities, and a portion of another cavalry regiment on active service, are composed of his Highness's clansmen, who meet and greet him on equal terms. The Camel Corps of Bikanir and the Mountain Batteries of Kashmir have won deathless fame in this war.

These Rajputs are not the only blue-blooded Hindus who have come forward to fight for the King-Emperor. The Raja of Akalkot, who was among the first Indians to volunteer for service at the front, is a

the importance of which it is difficult to exaggerate. No account of the war-services of the Muslim Rulers, no matter how brief, would be complete without mention of the contributions made by the "veiled Queen" of Bhopal, who ranks second among the Muslim Rulers of India. Like the Nizam, her Highness took the greatest pains to expose Turkish treachery and to make her co-religionists in India and elsewhere realise that the Turks were the tools of the Kaiser. As soon as the war broke out, she busied herself to provide medical relief for wounded soldiers. In co-operation with the Maharaja-Sindhia of Gwalior and other Rajas, she chartered a hospital-ship which was named the *Loyalty*. All sorts of war-charities in India have benefited from her generosity. She recently assisted Lady Chelmsford to organise a special Indian "Our Day" to collect funds for Red Cross work. Her eldest son, Sahibzada Nasrullah Khan, volunteered for service, but sickness compelled him to return home from Aden.

His Highness the Maharaja of Patiala, who possesses the largest, most populous, and richest State of any Sikh Ruler, was also compelled by serious illness

to return home from Aden when he was on his way to fight in France. He has, however, been able to render incalculable service during the war. The flower of his army has been at the front since the autumn of 1914. He has supplied many recruits to the Army. His contributions to the War Loan and relief funds run into many figures, and lately he gave a fleet of hospital ships for service in Mesopotamia.

Troops from Jind and Kapurthala, both Sikh States, have seen much active service and have won renown. The Maharaja of Kapurthala's second son, Maharaja-Kumar Amarjit Singh, has fought personally. The contributions of the Maharaja of Nabha, a great Sikh leader, have been so many that reference can only be made to the palatial hospital-ship *Nabha*, that he sent



ACTIVE SERVICE SINCE THE BEGINNING OF THE WAR: IMPERIAL SERVICE TROOPS OF THE MAHARAJA OF MYSORE.

His Highness the Maharaja of Mysore, in Southern India, sent his Imperial Service Troops to the front under the command of a near relative. He also contributed £333,333 to the Imperial war-chest, and has subscribed liberally to relief funds and War Loans.

Hindu belonging to one of the important Maratha clans. The Chief of Jamkhadi, another Hindu, is a Brahman. The reformed Hindu sect known as the Brahmo Samaj sent Lieutenant Maharaj-Kumar Hitendra Narayan of Cooch Behar, who remained at his post in the West until he was wounded and invalided back home. A cousin of the Maharaja of Cooch Behar, Lieutenant Sen, is now in the hands of the Germans, his aeroplane having been overpowered by enemy machines while he was flying over their lines.

The Sovereign-Rulers of the Muslim States have gone forward to fight for his Majesty with the greatest enthusiasm. The Nawabs of Savanur and Sachin, and Mirzada Ghulam Ali Khan Talpur of Khairpur, have seen active service. The Nawab of Loharu, acting in a political capacity, has done much useful work in Mesopotamia.

The Nizam of Hyderabad, the greatest of Muslim Rulers in India, has been the ally of the British since the days of "John Company." His exalted Highness's contribution of £400,000 remains the largest gift of an individual, though it has not stopped him from subscribing generously to many funds and loans. His contributions total something like £1,000,000. His troops, under the command of Nawab Afzur-ul-Mulk, K.C.I.E., have been on active service since the beginning of hostilities, and have been maintained by him. His active co-operation with the British has had a political effect upon the Muslim world

some time ago to the Mesopotamian front. Since his investiture with ruling powers the Maharaja of Patiala, who also is a Sikh Ruler, has given many proofs of his Imperialistic sentiments. The Sikh State of Kalua, in spite of its small size, has contributed its mite. It may be added that, in proportion to its numbers, the Sikh community has sent more fighters to the field of battle than any other community in the Empire.

The Maharaja Sindhia of Gwalior and the Maharaja of Bikanir deserve to be singled out for the assistance that they have given in tapping the Indian reservoir of man-power. The Maharaja Sindhia has made many magnificent contributions and feels keen regret that ill health made it impossible for him to go to the front. The Maharaja of Bikanir, as already stated, has been on active service. These Sovereign-Rulers are largely responsible for the creation of the Conference of Rajas that has met twice during the war. It was organised in order to promote closer relationship between the British and the Rajas, and to solve the problems that are constantly arising between Indian States, and also between the British India and Indian States. At the first Conference, held last year, the Maharaja Gaskwar of Baroda who is a gifted speaker as well as capable administrator, expressed the attachment of his brother Rajas to the British Crown, and declared that the Empire could count upon their support in any and every crisis that might arise.

ST. NIBHAL SINGH.

THE WAR SPIRIT OF THE RAJAS: RULING PRINCES OF INDIA.

PHOTOGRAPHS BY BASSANO, SPEARHART, VANDYK, W. AND D. DOWNEY, AND JULIAN RUST.



H.H. THE MAHARAJA OF NABHA.

A great Sikh leader who sent a splendid hospital-ship, the "Nabha," to Mesopotamia, besides aeroplanes and ambulances, and has subscribed liberally to war funds.



LIEUT. H.H. THE MAHARAJA OF JODHPUR.

Though only in his seventeenth year in 1914, he came to Europe with his cavalry, returning later for his enthronement. He married a sister of the Jam of Nawanagar ("Ranji").



LIEUT. MAHARAJ-KUMAR HITENDRA NARAYAN OF COOCH BEHAR.

A relative of the Maharaja of Cooch Behar. He served on the Western Front, where he was wounded.



MAJOR H.H. THE MAHARAJA OF KISHENGARH.

The Maharaja volunteered for personal service on the Western Front.



LIEUT.-COL. H.H. THE RAJA OF RATLAM (CENTRE) WITH DISTINGUISHED INDIAN OFFICERS.

In the group also are Lieut. Pand Singh, Capt. Raj-Kumar Sinder Singh, Capt. Gaj Singh, and Lieut. Sugat Singh.



LIEUT.-GEN. H.H. SIR PARTAB SINGH OF JODHPUR.

The Grand Old Man of India, who, in spite of his seventy-five years, insisted on serving.



H.H. THE MAHARAJA OF FARIDKOT.

The Maharaja, who recently attained his majority and came into power, has shown great Imperial patriotism by finding men and money for the war.



H.H. THE MAHARAJA-GAEKWAR OF BARODA.

The Gaekwar was one of the largest subscribers to the War Loan, and he has converted his beautiful palace overlooking the Bay of Bombay into a military hospital.

There is no doubt that India will respond to the Prime Minister's appeal (quoted on the opposite page) as nobly as she did in the first shock of the war. Her ruling Princes have throughout displayed splendid loyalty to the Allied cause, both by personal service and by munificent gifts of money and war material. In his reply to Mr. Lloyd George's message, the Viceroy, Lord Chelmsford, said: "All India is stirred to the depths by the

noble sacrifices now being made by the British people in the cause of the world's freedom, and by the stern, unalterable resolution which those sacrifices evince. India, anxious yet confident, realises to the full the great issues at stake in this desperate conflict, and your trumpet call at this crisis will not fall upon deaf ears." Our article opposite tells the magnificent way in which the great native Indian rulers have hitherto supported the Empire.

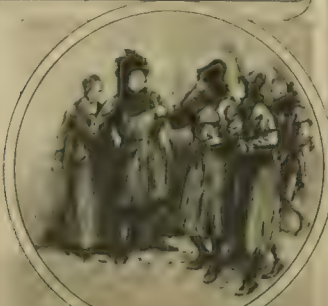


THE GATE OF GOOD-BYE.

This wonderful photograph, which combines the absolute realism of the camera with all the picturesque composition and the human pathos that an artist's skill could infuse into such a subject, illustrates a scene that has grown sadly familiar during the war. It shows a draft of British soldiers bound for the Western Front entering the gates

of a London terminus to entrain. Among them are their womenfolk and children come to bid a good-bye to the husbands and fathers and brothers whom it may be they will see no more. The picture helps us to understand the suffering mingled with courage and pride that exists in thousands of British homes to-day.

PHOTOGRAPH BY F. J. MORTIMER.



APPEARING AT BURGESS'S THRESHOLD ON THEIR GROUND:
STUDENTS OUT OF SCHOOL (15th CENTURY)



UNIVERSITY LIFE IN THE SIXTEENTH CENTURY: A DOCTOR RECEIVING THE INSIGNIA OF HIS DEGREE.



LEARNING UNDER DIFFICULTIES IN A CLOISTER OF A CATHEDRAL:
STUDENTS IN SCHOOL (13th CENTURY)

SCIENCE JOTTINGS.

UNDESIRABLE ALIENS.

THOUGH for some years past spasmotic attempts have been made to reduce the number of rats which batten on our stores of food, the seriousness of the menace of these destructive rodents among us is far from generally realised. But now, when the loss of food, through waste, has become so serious a matter, the attempt to exterminate this pest must be undertaken in grim earnest. Yet it is hard to arouse the public generally to a sense of their duty in this regard. Presently, without doubt, alarm will galvanise us into action, for with the increase of allotment gardens, and the keeping of fowls and other live stock, the rat is increasing among us. And this is true even in the London area. A friend of mine killed no fewer than five in his garden, at Putney, last week. Presently, he is afraid, they will invade his house. This is the first of such visitations he has had, and the invaders came, apparently, from the garden of a neighbour who has started a fowl-run. It will not be long before we hear of similar invasions all over the country.

It is estimated that not less than 40,000,000 rats find harbourage among us to-day. And this estimate is probably far below the mark. This much may be gathered from the fact that, in 1901, about 37,000 were killed on one farm near Chichester; and no really serious attempts have been made since to eradicate this pest. So long ago as 1904 Sir James Crichton-Browne placed the damage done by them annually at £15,000,000, and this is probably a modest estimate. Now that food, and especially grain—the favourite food of this animal—is so scarce, we must, indeed, bestir ourselves. It is true we are not the only country thus infested. The United States Biological Survey estimates the loss in America at 200,000,000 dollars; while it costs France 200,000,000 francs; and Germany 200,000,000 marks.

The enormous numbers of these animals will readily be appreciated when their extraordinary

prolificness is grasped. For each female will, under normal conditions, produce young ranging from eight to twenty-three in a litter, in the course of the year! Though not more than a small fraction of the numbers born can possibly survive, the total head of rats, year by year, continues to stand at certainly not less than 40,000,000.

Failing another Pied Piper of Hamelin, individual effort to suppress this plague must of necessity prove utterly useless. Concerted action is imperative; and this can only be secured by State control of the crusade that must be waged, at once. If A clears his ground he is merely preparing a fresh breeding-ground for the surplus

upon the market are often unreliable, and mostly useless; and besides, they are dangerous.

But our authorities, in their zeal for preventing waste in the matter of food, have decreed that no traps shall be baited: overlooking the fact that one rat will consume more human food in the course of a week than would suffice to bait dozens of traps. Hence, it is to be hoped, this decree, which defeats its own ends, will speedily be amended.

Killing, after the methods suggested, will not alone suffice to rid us of this pest. All buildings must be rendered rat-proof. This applies to barns, outhouses, and stacks, as well as warehouses and dwelling-houses in town and country. All ships in harbour must have hawsers provided with shields. These may sound like counsels of perfection. Yet they are within the bounds of possibility, and may certainly be attained in the course of construction. Finally, all food must be stored in rat-proof receptacles. When it is realised that the rat population is directly governed by its food supply, it will be seen that the last word in this matter rests with us.

Professional rat-catchers, on their present terms of employment, are a snare and a delusion. For if they do their work thoroughly, they exterminate themselves as well as their victims! They should be employed at the public charge, and their pay should increase in proportion as the rats decrease:

reaching its maximum with the disappearance of the last rat, when their pay should continue as a well-earned pension. This would cost the country a few hundreds per annum—and we should save several millions sterling.

But it is not merely as a food-destroyer that the rat is so costly. It is also a very active agent in the spread of disease, in the form of plague, anthrax, influenza, and probably also swine fever. If it were only to exterminate these ills, the crusade against the rat should be regarded as a matter of grave necessity.

W. P. PYCRAFT.



THE MEMORIAL TO EDITH CAVELL, BY SIR GEORGE FRAMPTON: (ON THE LEFT) THE FRONT OF THE MONUMENT, WITH THE STATUE OF MISS CAVELL; (ON THE RIGHT) THE BACK OF THE MONUMENT.

The above photographs show respectively the front and back of the memorial to the martyr nurse, Edith Cavell, as it will appear when in place at the foot of St Martin's Lane. The monument is the work of the famous sculptor Sir George Frampton, who gave his services free, the cost of the material being provided by the "Daily Telegraph" Fund. The Carrara marble for the statue will not reach this country till the end of the war.

Photographs by F. Hilaire D'Arcis.

rat population on the ground of B, who is indifferent about his duty in this respect. Further, it must be made a punishable offence to kill owls, stoats, or weasels, which, in the interests of game preservation, have been mercilessly slaughtered. It is, I know, contended that weasels are of no service in this matter; since a weasel is no match for an adult rat. This may well be; but rats, like other animals, are born young; and up to the half-grown size they can be successfully tackled by this useful little carnivore. Ferretting, "ratting" with dogs, trapping, and poison must do the rest. The various "viruses" put

WELL-KNOWN M.P. ON "PELMANISM."

83 Admirals and Generals now Enrolled.

75 ENROLMENTS IN ONE FIRM!

"PELMANISM" continues its extraordinary progress amongst all classes and sections of the community.

To the many notable endorsements of the System which have been already published there is now added an important pronouncement by a well-known M.P.—Sir James Yoxall, whose eminence, both as an educationist and as a Parliamentarian, gives additional weight to his carefully considered opinion.

"The more I think about it," says Sir James Yoxall, "the more I feel that Pelmanism is the name of something much required by myriads of people to-day."

He adds: "I suspected Pelmanism; when it began to be heard of I thought it was quackery. Now I wish I had taken it up when I heard of it first."

This is very plain speaking; but plain speech is the keynote of the entire article. Thus one of the greatest national authorities upon the subject of education adds his valuable and independent testimony to that of the many distinguished men and women who have expressed their enthusiasm for the new movement.

83 Admirals and Generals are now Pelmanists, and nearly 25,000 of all ranks of the Navy and Army. The legal and medical professions are also displaying a quickened interest in the System—indeed, every professional class and every grade of business men and women are enrolling in increasingly large numbers.

Several prominent firms have paid for the enrolment of eight, ten, or a dozen members of their staffs, and one well-known house has just arranged for the enrolment of 75 of the staff.

With such facts before him, every reader of *The Illustrated London News* should write to the address given below for a copy (*gratis and post free*) of "Mind and Memory," in which the Pelman Course is fully described and explained, together with a special supplement dealing with "Pelmanism as an Intellectual and Social Factor," and a full reprint of *Truth's* remarkable Report on the work of the Pelman Institute.

A DOCTOR'S REMARKABLE ADMISSION.

Fascination of the "Little Grey Books."

Within the past few weeks several M.P.'s, many members of the aristocracy, and two Royal personages, as well as a very large number of officers in H.M. Navy and Army, have added their names to the Pelman registers.

One of the most interesting letters received lately comes from a lady in the Midlands. Being 55 years of age and being very delicate, she had her doubts as to whether she should take a Pelman Course. She consulted her son, a medical practitioner, who at first laughed at the idea, but promised to make inquiries. The outcome was a letter in which the Doctor wrote:

"Pelmanism" has got hold of me. I have worked through the first lesson and . . . I am enthusiastic."

His experience tallies exactly with that of Sir James Yoxall, M.P., Mr. George R. Sims, and a host of other professional men (doctors, solicitors, barristers, &c.), who have admitted that their initial scepticism was quickly changed into enthusiasm.

"Truth's" Dictum.

Truth puts the whole matter in a nutshell in its famous Report on the work of the Pelman Institute—

"The Pelman Course is . . . valuable to the well-educated, and still more valuable to the half-educated or the superficially educated. One might go farther and declare that the work of the Pelman Institute is of national importance, for there are few people indeed who would not find themselves mentally stronger, more efficient, and better equipped for the battle of life by a course of Pelman training."

Easily Followed by Post.

"Pelmanism" is not an occult science; it is free from mysticism; it is as sound, as sober, and as practical as the most hard-headed "common-sense" business man could desire. And as to its results, they follow with the same certainty with which muscular development follows physical exercise.

It is nowhere pretended, and the inquirer is nowhere lead to suppose, that the promised benefits are gained "magically," by learning certain formulae, or by the cursory reading of a printed book. The position is precisely the same, again, as with physical culture. No sane person expects to develop muscle by reading a book; he knows he must practise the

physical exercises. Similarly the Pelmanist knows he must practise mental exercise.

"The Finest Mental Recreation."

"Exercises," in some ears, sound tedious; but every Pelmanist will bear out the statement that there is nothing tedious or exacting about the Pelman exercises. Indeed, it is no exaggeration to say that an overwhelming proportion of Pelmanists describe the exercises as "fascinating," "delightful," "the finest mental recreation I have known."

There are thousands of people of all classes who would instantly enrol for a Pelman Course at any cost if they only realized a tithe of the benefits accruing. Here, again, a Pelmanist may be cited in evidence:—"If people only knew," he says, "the doors of the Institute would be literally besieged by eager applicants."

The Course is founded upon scientific facts; that goes without saying. But it presents those facts in a practical, every-day fashion, which enables the student to apply, for his own aims and purposes, those facts without "fagging" at the hundreds of scientific works which he might otherwise read without gaining a fraction of the practical information and guidance secured from a week's study of Pelmanism.

A system which can evoke voluntary testimony from every class of the community is well worth investigation. Who can afford to hold aloof from a movement which is steadily gaining the support of all the ambitious and progressive elements in the Empire? In two consecutive days recently two M.P.'s and a member of the Upper House enrolled. Run through the current Pelman Register, and therein you will find British Consuls, H.M. Judges, War Office, Admiralty, and other Government Officials, University Graduates, Students, Tutors, Headmasters, Scientists, Clergymen, Architects, Doctors, Solicitors, Barristers, Authors, Editors, Journalists, Artists, Actors, Accountants, Business Directors and Managers, Bankers, Financiers, Peers, Peeresses, and men and women of wealth and leisure, as well as Salesmen, Clerks, Typists, Tradesmen, Engineers, Artisans, Farmers, and others of the rank-and-file of the nation. If ever the well-worn phrase, "from peer to peasant," had a real meaning, it is when applied to Pelmanism.

Over 250,000 Men and Women.

The Pelman Course has already been followed by over 250,000 men and women. It is directed through the post, and is simple to follow. It takes up very little time. It involves no hard study. It can be practised anywhere, in the trenches, in the office, in the train, in spare minutes during the day. And yet in quite a short time it has the effect of developing the mind, just as physical exercise develops the muscles, of increasing your personal efficiency, and thus doubling your all-round capacity and income-earning power.

The improvement begins with the first lesson, and continues, increasingly, right up to the final lesson of the course. Individual instruction is given through the post, and the student receives the utmost assistance from the large expert staff of instructors at the Institute in solving particular personal difficulties and problems.

"Pelmanism" is fully explained and described in "Mind and Memory," which, with a copy of *Truth's* remarkable report on the work of the Pelman Institute, will be sent, *gratis and post free*, to any reader of *The Illustrated London News* who addresses The Pelman Institute, 53, Wenham House, Bloomsbury Street, London, W.C.1

Take your Organisation problems to K&J

A CRITIC of Walter Bagehot wrote that he had a genius for seeing the obvious facts. Many organisation problems are unsolved because facts that stare one in the face go unrecognised.

This is very true in connection with Filing. Everybody in the firm, from principal to office boy, handles papers. If the Filing system is weak this fact lies at the root of delay and error.

Bad Filing permeates the whole of a business.

The solution of the trouble is perfectly simple and easily demonstrated. By adapting to your business that *Unit Principle*, which is the basis of K & J Filing System, we guarantee to put this part of your organisation straight.

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Chambers, Market Place
Liverpool—30 Castle Street
Head Office—West Bromwich

Belfast—Scottish Provident Buildings, Donegal Square
Glasgow—106 Buchanan Street
Manchester—7 Market Street
Newcastle—St Nicholas Square
Sheffield—28 Change Alley
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J. 1749.—Service Wrist Watch. Silver Half-Hunter Case. Luminous figures and hands. Fine jewelled lever movement. . . . £4 4 0
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J. 1750.—Military Luminous Watch. Silver dust and damp proof screw case. Fine jewelled lever movement. . . . £3 3 0
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Other makes in Silver from . . . £2 0 0

J. 1748.—Silver Hunter Case. Luminous figures and hands, visible at night. Jewelled lever movement. . . . £3 0 0
Smaller size ditto . . . £3 0 0

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Managing Director

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LADIES' PAGE

A PROUD record is that of the Women's Army Auxiliary Corps, "mentioned" specially for their courage and devotion to duty in connection with the recent heavy battles in France. The exact words of the praise are these: "The Army Council has read excellent reports of the behaviour of the W.A.A.C.'s during the late heavy fighting. . . . The W.A.A.C.'s during the crisis have more than justified their existence, and have well maintained the credit of their sex and of the Army to which they belong." Illustrations are given, such as a detachment in domestic service at an Army school who remained "in a dangerous position after all the pupils had left," and continued to prepare and serve food to the exhausted officers and men till all were compelled to evacuate the place, and then, refusing an offer made to them to receive transport on the ground that it was needed for more urgent use, the women walked fifteen miles back to the place to which they were ordered. Who could have predicted, not merely such courage, but such a reserve of physical strength, staying power, and nerve force as the women of Britain are now displaying?

"Needs must," however, governs many arrangements, and even the erratic fashion of dress is compelled to bow before the conditions produced by the Great War. The extreme shortage of woollen fabrics and the consequent high prices have compelled the designers to adopt—as, indeed, they were formally asked by the French Government to do—a new and narrow cut for skirts. Unnecessary fulness and superfluous folds are abolished. As to waists, they are like the snakes in Iceland—there are none. A loose belt just indicates where the waist naturally must be, or the skirt part of a one-piece gown is run with a little line of fulness on to a closer-fitting bodice piece. A dressy style is to have a very wide belt-piece passing round the figure from the hips to the bust, in a different material from the rest of the dress, not shaped in at all, but the necessary fulness to the skirt for the width of the hips gives a certain shapeliness to the silhouette; as nearly as possible, however, it is a straight line. This very wide belt may be of satin, and is often decorated with a little embroidery or a bead motif. Sleeves, still on the no-waste idea, are quite tight, buttoning close to the wrist in some cases. Very deep collars, almost capes, on the other hand, are often seen, and would have difficulty in justifying their economy of material. Coat-frocks are as fashionable as ever, and on these the collar is apt to be large. Black and white checks are much used, and a big collar of plain cloth in a contrasting colour, such as pale tan, mastic, lime-green, putty, or pale fawn, is a pleasing contrast. The collar is often pointed, the tips falling nearly to the waist, and it is then termed a "shawl collar." Square sailor-collars are also used, but extra deep at the back. Tunics, moderately full over tight skirts, often in two materials, the upper garment reaching nearly or quite to the knee, are much patronised. Tailor-made gowns also show close-fitting



A DAINTY SPRING FROCK (AT HARROD'S).

This pretty frock is in Georgette, in many dainty shades. It has a Japanese silk lining, and an embroidered bolero-bodice over a pleated skirt. It is obtainable for 8½ guineas, and is known as the "G.O. Sheila" design.

skirts, with narrow but rather fuller coats nearly to the knees. Some are made with a vest of a contrasting colour introduced. Belts are put to tie or button loosely in some designs, but mostly the coat is cut to hang gracefully without an indication of waist-line, except, perhaps, by a slight in-curving cut, but often not even that—a mere sac-like, loose fall from the shoulder.

The well-dressed woman who has taste and takes a little trouble need not lapse from her ideals even in these times of stress and difficulty, as the "Book of Spring Styles" issued by Harrod's, of Brompton Road, S.W., convincingly proves. It speaks well for the taste and enterprise of the famous house that this sixty-page illustrated Spring Catalogue teems with dainty illustrations of dress for women, girls, and children, to an extent which makes it a veritable Encyclopedia of Elegant Dress offered at moderate prices. Originality combined with restraint is a dominant note of Messrs. Harrod's spring fashions, and their catalogue will be pored over with pleasure and profit by all who admire distinction combined with moderation of price. With so many designs, it would be invidious to over-emphasise one here and one there where all are so admirable, and the familiar advice "Get it at Harrod's" may be echoed with safety, whether the dress desired is for ladies, young girls, or children. It may, however, be well to mention a few items out of the assemblage to be found in the catalogue—or, better still, seen in the famous Brompton Road show-rooms—and it will be found that war-time simplicity is by no means incompatible with refinement and charm. We illustrate one out of many examples of pretty but simple frocks—the "G. O. Sheila," in Georgette, with a Japanese silk lining, and embroidered bolero over a pleated skirt. It is made in many dainty colours, and costs only 8½ guineas. Of fine furs there are many examples, a fashionable high collar of beaver being priced at 10 guineas, and a long straight stole of skunk costs from 19 guineas. Pages are devoted to tweed and other suits at a wide range of price and in stylish and simple designs; and the new wrap-coats are models of comfort and good taste. Silk mackintosh and trench-coats are attractive and useful, the latter being obtainable from 25s.; and there is infinite variety offered in well-cut skirts. Sports jerseys and straw hats are shown in tempting shapes, and blouses have pages devoted to them at a wide range of prices. But a visit should be paid to the show-rooms at Brompton or a catalogue sent for at once, for it is impossible to do more than suggest here the charm of the thousand-and-one productions, in *lingerie*, clothes for the little ones, and the *jeune fille*, as well as exquisite underwear, hosiery, gloves, corsets, veils, foot-wear, silks and other dress materials, nurses' uniforms, smocks and overalls for women workers, as well as every requisite for the equipment of a well-dressed woman. To-day, more than ever, good taste and moderation of price, and good quality, are important desiderata with all purchasers, and nowhere will these conditions be found more satisfactorily met than at Harrod's. FILOMENA.

GAMAGES

Value is measured not by what you pay, but by what you get for your money. The splendid wear-resisting qualities and excellent fit of Service Trenchers from the HOUSE OF GAMAGE make them *double value*. They have never failed to justify the faith placed in them.

Kits completed & Uniforms made to measure in 24 hours.

FINEST FIT AND STYLE GUARANTEED.

Naval and Military Catalogue Post Free on request.

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We are always pleased to send a representative to any London Hospital to take instructions for New Kit.



THE 'SUMMER' TRENCH COAT.

This Coat is made from a specially prepared fabric scientifically treated by a new process. Rainproof to a degree hitherto unattainable, smartly cut and well tailored. Light in weight. Lined same material as outside of coat and interlined oil fabric. All sizes in stock.

Price 70/-

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TERMS CASH.

Special to Officers in the R.N.A.S. and R.F.C. The New Uniform for the . . .

ROYAL AIR FORCE

Correct in detail, made to measure in 18 hours. Patterns and Prices free on request. A model of this uniform on view in our Tailoring Department.

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ATTRACTIVE FROCKS

FOR

AFTERNOON or RESTAURANT WEAR

DESIGNED on the lines of the latest Paris models, and made in our own workrooms from rich quality materials.

AFTERNOON or RESTAURANT GOWN, cut on entirely new lines, with tunic bodice of rich quality linen brocade. Well cut, straight hanging skirt of best quality soft-finished black satin.

Price—
8½ Gns.

NOTE.—This establishment is closed on Saturdays.

MARSHALL & SNELGROVE
VERE STREET AND OXFORD STREET
LONDON W.1



Don't stop having nice things because eggs and sugar are scarce, and the flour unusual—try these *real war recipes.*

IF your family is one of those that *simply must* have something good to eat, here is good news for you.

Miss Elsie Mary Wright, "Cordon Bleu" Medallist of the National School of Cookery, whom everyone now knows as one of the most famous cooks in London, has just devised a fine new series of real war-time recipes—attractive, though not dear cakes and sweets—especially for your needs.

These recipes save sugar, save eggs, and

show how by using GOODALL'S Egg Powder, you can get over the difficulty of the present flour into the bargain.

With your own recipes too you'll find GOODALL'S Egg Powder a tremendous help—you can use one-third the usual eggs (or even none at all) and still get splendid results.

Almost all good grocers have it now—write us if yours hasn't. Note the economical prices too—1½d. per packet, large tins 7d. and 1s. 2d.

Why not try this?

TREACLE SPONGE.—½ lb. flour, 4 ozs. suet, 1 teaspoonful ground ginger, 1 tablespoonful Goodall's Egg Powder, ¼ cup of treacle or syrup, one egg, milk to bind.

METHOD.—Mix the flour with the ground ginger, a pinch of salt and the suet finely chopped; warm the treacle slightly and mix it in the flour with the beaten egg and sufficient milk to form a soft mixture. Beat in a level tablespoonful of Goodall's Egg Powder at the last, turn into a greased basin, cover with greased paper and steam two hours.

Miss Wright reports:

"With the present war-time flour it is often a problem to produce light and delicious pastry, but Goodall's Egg Powder completely solves the difficulty . . . its great advantage over other Egg substitutes is that it contains a minimum of Baking Powder, the consequence being that cakes, etc., made with it retain all their richness instead of being dry and tasteless. Analysis also shows that Goodall's Egg Powder contains valuable albumens and phosphates."



Miss Elsie Mary Wright, "Cordon Bleu" Medallist of the National School of Cookery, has just devised a fine new series of real war-time recipes—attractive, though not dear cakes and sweets—especially for your needs.

Goodall, Backhouse & Co., Leeds



"This alone is health and happiness!"

—Longfellow.

"What avails the largest gift of Heaven,

When drooping health and spirits go amiss?

How tasteless then whatever can be given!

Health is the vital principle of bliss."

—T. S. Eliot.

There is a certain state of body and mind which scientists call *euphoria*, and which should be the normal heritage of every man and woman.

This is due—they tell us—using another of their pedantic words!—to *eucrasia*: that is, a perfectly healthy functioning of the human body, in which every organ yields an intense sensation of happiness and well-being, so that it is literally "a joy to be alive."

Why not endeavour to attain this enviable condition—or at any rate, get as near to it as you can?

"Surely," writes Mr. Richard Le Gallienne, "we should take an aesthetic pride in our own bodies—not to mope over their processes in a cowardly fear of disease, or to defile them by over-indulgence; but to study how we can keep the human machine most efficient in all its parts."

And this famous poet and man of letters ascribes his own radiant health chiefly to the use of Sanatogen, which, he says, "I have taken regularly with results for which I shall be grateful all my life."

"It is not," he writes, "a get-well quick remedy. It professes no dishonest possibilities with Nature. It does not lift you up one moment, to leave you in the lurch the next. But it does, in a perfectly safe and legitimate way, accelerate Nature's own processes of recuperation; and I know of no aid comparable with it to help us in building up that perfect work of art—a sound mind in a sound body."

Get the Genuine Original.

SANATOGEN

And Begin Taking it To-day.

Let a fact tell you will find Sanatogen invaluable for two reasons. First, as a most powerful stimulant to a weak and failing system. Second, as a most efficient aid to recuperation.

Sanatogen, which, you may remember, was first brought into the world at the original price, 1/6 per tin, is now, due to the demand for military purposes, in short supply. It is out of stock just now, for the demand from military hospitals, etc., has caused a temporary shortage. Don't put up with substitutes, either, but wait for a week or two for genuine Sanatogen. GENATOSAN, LTD. (British Purchasers of the Sanatogen Co.), 12, Chancery Street, London, W.C. 1 (Chairman: Lady Muckworth).

Note.—To protect you against substitution Sanatogen will later on be re-named Genatosen.

THE PLAYHOUSES.

"TOO MUCH MONEY." AT THE AMBASSADORS.

BECAUSE Mr. Zangwill has uncommon brains, we are apt to expect that he will intellectualise any material to which he devotes his pen, and to be surprised when he writes, say, a farce that anyone else of his craft might have written. But that is to be unfair, of course, and if his new farce, "Too Much Money," is not much more than amusing, surely we can permit Mr. Zangwill for once to divert himself as well as others. As his title suggests, he has chosen for his subject the embarrassment of riches, the embarrassment affecting not so much his millionaire as the millionaire's wife, a lady so bored with luxury that she turned to the rather out-of-date consolations of Cubist art. Her vagaries need caring, her husband decides: and he employs at a friend's suggestion the drastic cure of pretending to be ruined and arranging an eviction. From Mayfair we are transferred to Poplar, and see the languorous creature whom wealth had robbed of all zest in life getting hearty enjoyment out of the laundrying of her own clothes, while her husband affects to seek for employment, and can only smoke his cigars on the sly. To give this second act of his a fillip, the playwright has the harmless couple and their friends arrested as conners, and so makes sure of another effective tableau. When they next show themselves, millionaire and wife have changed rôles, so to speak, she suddenly discovering business aptitude and piling up money—and with it fresh trouble for her husband—till once more he has to adopt heroic measures and confess there is no need for her exertions. Nothing wonderful in all this—a farce, indeed, that Mr. Zangwill seems to have improvised from point to point—but it serves. It enables Miss Lillah McCarthy to wear imposing frocks, and to alternate airs of languid indifference with bursts of overpowering energy; it gives some chances to Mr. Hendrie, Mr. Marsh Allen, and Mr. Morand; and every now and then it reminds us that the author can be a humourist when he chooses.

"BETTY AT BAY." AT THE STRAND.

Did not a cynic remark that the last institution to be reformed would be the English Theatre? Confronted with such work as Miss Jessie Porter's "Betty at Bay," the old playgoer is reminded of that aphorism. For here we see old-fashioned sentiment, illegitimate appeals to tears and laughter alike, and such conventionalities of plot and situation as we had thought discarded for good creeping back on to the stage, advantage being taken of a time when our hearts are naturally charged with emotion

elderly male; and are asked to laugh at the feline scratches and quarrels of women no longer young. Here we have our feelings harrowed by the news that a bride has been widowed after the briefest of honeymoons, only to learn with the soldier-husband's reappearance that we have wept too soon. An ingenious enough story, you will perceive, treated on early nineteenth-century lines, but with scenes of pathos of which a clever actress can make much. Miss Christine Silver gives a very charming performance. Other parts are excellently filled by Miss Fortescue, Mr. Whitby, and Mr. J. H. Barnes.

"THE KNIFE." AT THE COMEDY.

The American dramatist never lacks audacity, and Mr. Eugene Walter, in his lurid stage-tale of "The Knife," has shown a double courage. If he has been bold enough to tackle that problem of medical ethics, Is a man of science ever justified in experimenting for the good of humanity on the body of the most loathsome of criminals?—he has been bolder still in enveloping a problem-play with all the atmosphere and apparatus of the thief-drama. It is amid the gleams of an electric torch, amid the interruptions of the law's pistols, that Mr. Walter's doctor, Robert Manning, works his will. Nor is he one of your cold-blooded vivisectioners, but an avenger, hot with anger, whose unfortunate subjects have indicted the worst of indignities on the girl he is on the point of marrying. Since private motives enter into his action, the issue between science and humane sentiment ceases to be clear-cut; but, as the author's methods are those of rough-and-ready melodrama, there is gain instead of loss from this complication. We get a series of strong scenes put together with considerable craftsmanship, and always direct and thrilling. There is considerable emotional force, not at all times under complete control, in the acting of Miss Kyrie Bellew as the heroine; Mr. Aubrey Smith's gravity of manner is of service in the part of the doctor; Mr. Farren Soutar and Miss Helen Haye work hard as a detective and a medical woman; and there is colour and vigour in Mr. Sam Livesey's handling of the villain.

[Continued on page 475.]



THE GREAT BATTLE: SOUTH AFRICAN SCOTTISH RESTING BY THE ROADSIDE AFTER A FIGHT.

Official Photograph

Shall we lament the signs of a backward trend in our drama, or grant "Betty" the indulgence so many attempts at public entertainment ask for and get in war days? Certainly this is a mild enough specimen of reaction; certainly, too, it has its affecting moments affecting acted. Here we have for heroine a young wife who by her marriage has disappointed the wishes of her husband's family, and is made through nearly three acts to endure her father-in-law's absurd ill-temper. Here we are taught how good cookery can mollify the cantankerousness of the

gain instead of loss from this complication. We get a series of strong scenes put together with considerable craftsmanship, and always direct and thrilling. There is considerable emotional force, not at all times under complete control, in the acting of Miss Kyrie Bellew as the heroine; Mr. Aubrey Smith's gravity of manner is of service in the part of the doctor; Mr. Farren Soutar and Miss Helen Haye work hard as a detective and a medical woman; and there is colour and vigour in Mr. Sam Livesey's handling of the villain.

W.A.A.C. W.R.N.S.

(Women's Army Auxiliary Corps)

(Women's Royal Naval Service)

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Air Raid Headaches

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To Messrs. "Daisy" Ltd.,

Dear Sirs,

It is only quite recently that
I have acquired the bad habit of
"nerves and headaches," and this has
been accentuated through the strain
of playing through air raids.

Let me thank you very sincerely
for the always instant relief I obtain
from "Daisy" tablets.

Two of these invariably put me
right, and now that I know their worth
I shall always use them, for they never
fail in their relief and care.

I both thank you for them and
suggest their adoption by others.

You have my full permission to
publish this letter and my photograph.

Yours sincerely,

Phyllis Bedells



Dance by Miss Phyllis Bedells.

The dynamism and delivery of poetic dancing
has no more artistic and inspired exponent than
Miss Phyllis Bedells, whose interpretation of
the spirit of her themes always arouses the
highest enthusiasm in her audience.
Yet even dancers are material beings, and are
prone to common troubles, such as headaches,
which are never pleasant companions.
Miss Bedells wisely relies on the great British
specific "Daisy Tablets" to drive away such ac-
cidents, and her experience is explained in her letter
to the Proprietors of "Daisy," reproduced at side.

Daisy Tablets are sold by Boots, Taylor's, and Chemists everywhere at
1/3 per box, or direct (Cash free) from Daisy, Ltd. (Dept. T13), Leeds.

DAISY

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Cure Headache & Neuralgia.
TREATISE & SAMPLE FREE.

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and we will send you FREE a treatise and
sample of our very interesting scientific work
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On Allotment or Garden.

Rhubarb—the first crop!

*Health-giving and delicious with
BIRD'S Nutritious Custard.*

Rhubarb is more than usually luscious this mild Spring. It is not only generously rich in its healthful juice, but less acid.

Bird's Custard and Rhubarb both 'feeds' and invigorates. It is spring food of highest health value. In War time, no dish combines so much good food and good health at such small cost.

Bird's Nutritious Custard

enormously increases the food-value of milk. *Have it to-day with Rhubarb.*

You can laugh at sugar shortage!
BIRD'S Custard made with two good
tablespoonfuls of sugar is sufficient
sweetening for Rhubarb.



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THE CHRONICLE OF THE CAR.

The A.A.
Coal-Gas Prize.

The A.A. Coal-Gas Prize.

In offering its £1000 prize for the best invention enabling coal-gas to be used as a propellant of motor-cars and motor-cycles, the Automobile Association appears to have brought a considerable volume of criticism about its ears. For my own part, I am not inclined to agree with much of this criticism. The conditions accompanying the offer are probably in excess of the practical possibilities of manufacture of gas-containers as it is understood to-day: but I do not think these conditions are in the nature of the laws of the Medes and Persians. Moreover, it is, I consider, better to lay down conditions which are in excess of present knowledge than to draft them in such a way as to leave no practical difficulties to be overcome. I do not understand that the intention of the A.A. is merely to make a present of £1000 to the maker or designer of a device which is already in use and may be adjudged to be a little better than its immediate competitors, but rather to encourage experiment and research along lines that will make the use of coal-gas as a motor-fuel a really practical proposition instead of a mere stop-gap to tide us over the difficulties and restrictions of war-time. Up to now that is all it is. It is true that there are now being made certain types of gas-holders which are excellent in their way, and which do the work expected of them quite reasonably well. Some are much better than others: but, with one or two possible exceptions—and these are comparatively crude at the moment—I know of none which can be accepted as a permanent solution of the problem of coal-gas as a motor-fuel. It may be that the difficulties of that solution are so great that gas is a hopeless proposition as a permanent relief to the petrol situation as it will exist after the war, and that, when better times come, all our gas-bags and other types of holders will be scrapped along with other necessary make-shifts of war-time. As to that I have an open mind; but it is reasonably certain that, unless someone can improve the methods of using gas, we shall revert to liquid fuel at the earliest possible moment. The bulk of the criticism appears to be directed against the weight and space-limits imposed by the A.A.'s conditions, which lay it down that the weight of the containers must not exceed 140 lb., occupy not more than



CLIMBING A

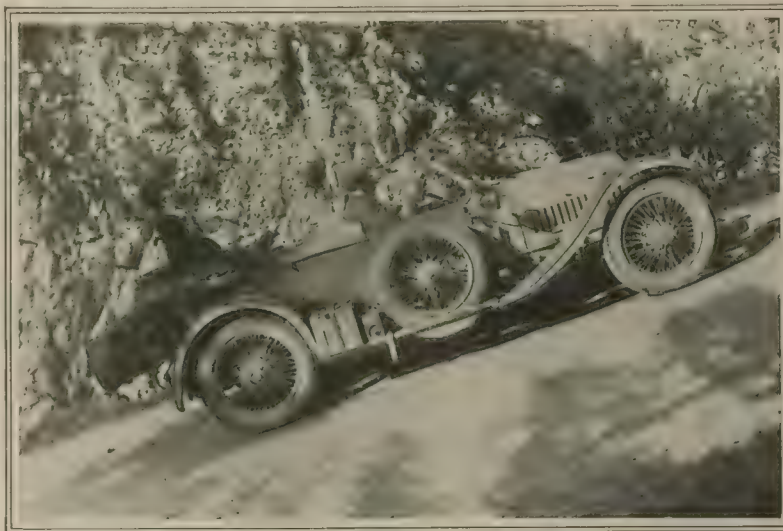
nineteen cubic feet of space, and carry a quantity of gas which shall be the equivalent of not less than three gallons of petrol. It is true that these limits are exacting—in fact, they appear to be almost impossible of solution, unless some cheap and easy way of liquefying gas can be discovered, or of absorbing it so as to reduce its bulk or pressure as compared with the result of the ordinary compression of gas. The alternative is the invention of some new method of constructing gas-containers which will reduce their weight in the ratio of about three to one in comparison with the containers made now, while retaining

his opinions. So in this matter of the light gas-holder of large capacity. It may be a long time before our gas-engineers are able to satisfy the ideals of the A.A., but the latter certainly give them something to work to. I see that a correspondent of the *Autocar* suggests that there is only one material which is likely to possess sufficient strength in proportion to its weight to comply with the conditions, that material being high-tensile steel wire. That is getting on a little, though it may be recollected that, quite early in the "gas movement," I suggested in this column that the ultimate solution of the container question might probably lie along the lines of Locomobile steam-boiler practice, in which the light copper shell was wound with piano-wire—a method of construction which enabled the boiler successfully to withstand enormous pressures.

The "Cato" Air-Heater. Even when petrol is of

ity, it is desirable to have some device installed on the car for heating the air on its way to the combustion chambers. A very workable, and withal simple, air heater is the "Calo," which is sold by Messrs. Brown Bros., of Great Eastern Street. This simply consists of a determined length of coiled iron wire which is wound spirally on the exhaust pipe. When secured in place, an asbestos sleeve is fitted over the wire, with a stop-piece at one end, the other end of the sleeve being left open to the air. A flexible tube leading from the upper end of the sleeve to the air-intake of the carburetter completes the fitting. The device functions thus: The air on its way to the carburetter is drawn through the asbestos sleeve, passing through the coils of heated wire, and is thus raised to almost

W. W.



CLIMBING A GRADIENT OF 1 IN 8 IN THE ALPS: A 30-35-H.P. SIX-CYLINDER NAPIER CAR
ASCENDING THE LOWER SLOPES OF THE STELVIO PASS.

a sufficient margin of safety. Either ideal may be impossible of attainment, but there seems to be no logical reason why we should not try for them, especially because gas will never come into practical use as a substitute for liquid fuel unless we get somewhere near the ideal laid down by the A.A. in its prize offer. I think the critics would do well to recollect that the whole history of motor traction and its development has been one long story of the attainment of the impossible of yesterday. The car of to-day is a vehicle which the engineer of twenty years ago would have said was a completely impossible proposition, and would have been able to give incontrovertible reasons for

any required temperature, and thence passes by way of the flexible tube to the carburetter. W. W.

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Preference for a Humber Car
Is proof of good judgment.
Willingness to wait for one is
evidence of sound patriotism.
The necessity for this exercise
of patience is to be found
in the accompanying picture.

HUMBER LIMITED.



On the 1st of April 1914, the first of the new workshops of the Humber Motor Company, Limited, was opened at the Humber Works, Lincoln.



"When Life Returns"

"A CONSUMMATION DEVOUTLY TO BE WISHED."

"MY ARROL-JOHNSTON has now completed 40,000 miles. Have just returned from a 750-mile tour without touching Engine or Tyres."—*Pre War Testimonial.*

THE POST-WAR MODEL
WILL BE EVEN
SOMETHING BETTER!

Are You on the Waiting List?

Arrol-Johnston LTD.,
DUMFRIES.



MANIFESTO to MOTORISTS.

The War Aims

of the Automobile Association and Motor Union were defined in one brief sentence, part of a circular dated August, 1914:

"To assist the Government to the fullest extent of the Association's resources."

That assistance has been faithfully rendered, thanks to the loyal co-operation of the members.

Anything and everything needed the A.A. did "to the fullest extent of its resources."

One thing the A.A. did not do, namely, cavil at Authority whenever motoring interests were likely to be disturbed by the exigencies of War.

The A.A. did better than that. It went on every occasion straight to the Authority concerned, discussed and argued every point, and, when it was clear that sacrifices must be made, when proper guarantees had been extracted that those sacrifices would be duly honoured and repeated after the War, the A.A. interpreted the wishes of all reasonable motorists, in that the needs of the country must come first.

The Authorities, generally speaking, met reason with due consideration. Thousands of members can testify that their just claims to petrol licences, submitted through the A.A. to the Petrol Committee, were recognised more fully than they might have been had the A.A. been aggressive, instead of patriotic.

When the Treasury deemed it expedient to divert the millions derived from Motor Taxation from Road Maintenance and Improvement to the all-important purposes of War, the A.A. at once made it clear to the Authorities that, with a return to Peace, all such moneys must be reapplied to the purpose for which the taxes were originally imposed.

The A.A. will see this done "to the fullest extent of the Association's resources."

These are but a few instances. Every matter affecting the reasonable motorist has been fought out quietly but thoroughly.

The "quietness" may not have pleased everybody. Reason and consideration may here and there have been mistaken for apathy. The Executive will, however, stand firmly by its programme, confident that the A.A.'s determination to assist and not to embarrass the Government during the War has the sympathy of every reasonable motorist.

A gravely depleted staff is "carrying on." No complaint has been received from any member of inattention to a single one of the innumerable calls on the Association's resources, no matter how vital or how trivial the subject matter of such call.

The A.A. is first and last a Fighting Organisation. It was born and built up in the midst of war—war against the unreasonable treatment of reasonable motorists.

The A.A. has never shirked a fight. Its wonderful progress, 92,175 individual members in 8 years 11 months (August 28th, 1905, to June 30th, 1914), was achieved not merely because it fights, but because it always fights for the right thing at the right time.

The A.A. is fighting now—for the Country. It is organised and ready to fight harder than ever for the redress of any motoring grievance on the first day when it seems fair to fight.

The Peace Aims

of the A.A. include:—

- The re-application of Motorists' Millions to their original object, viz., Road maintenance and improvement.
- Employment of Armies on Road Construction during demobilisation.
- Continuance of all War Gas-washing Plants for Benzol, thereby adding many million gallons of Motor Spirit per annum to pre-war home production.
- Vigorous encouragement of Home-Produced Fuels and State regulation of prices to the user.
- Complete Sign-Posting of the British Isles on National Lines.
- Drastic revision and consolidation of Motor Laws and abolition of all tolls.

When the time arrives to achieve these Aims, the A.A. will reap the fruits of its consistent patriotism, economy, care for the dependents of all its "serving" employes, prevision and reasonableness. The A.A. will have:

1. A strong fighting programme.
2. A "Motorists' War" Fund of six figures.
3. An efficient staff of loyal workers.
4. The well-earned sympathy of all Government Departments.

It is beyond doubt that this healthy condition is attributable to a clear appreciation at the outset of the Country's grave needs, to loyalty, to watchfulness and quiet—but not any the less efficient—protection of all reasonable motorists.

By order of the Executive Committee,
April, 1918. STENSON COOKE, Secretary,
THE AUTOMOBILE ASSOCIATION & MOTOR UNION, PANUK
HOUSE, WHITCOMB STREET, LONDON, W.C.2, and at
Glasgow, Edinburgh, Manchester, Liverpool, Leeds,
Birmingham, Bristol, Exeter, Plymouth, Cardiff, Swan-
sea, Norwich, Dublin, Belfast, Cork, Paris, Nice.

SERIOUS SHORTAGE OF MOTOR DRIVERS FOR WORK OF URGENT NATIONAL IMPORTANCE.

500 LADIES WANTED

17 to 45,
TO LEARN IN THE SHORTEST POSSIBLE TIME.
Call or send post-card for full particulars.

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(Opposite Prince of Wales Theatre).

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YOUR HAND

ALL ADMIRE
MYERS' PENS

Smooth and Velvety, with easy Gliding
Action. The Pens for Restful Writing.

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HARRODS have
always on view in
their great Silver Salon a
choice selection of these
Cups, and also of other
artistic and useful Silver-
ware suitable for Gifts,
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P.S. 4335.—Sterling Silver Cup and Cover, hand-chased. Height of Cup without Pedestal, 10 ins. - £30 0 0



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Harrods will purchase old or broken Silver in any quantity or condition.

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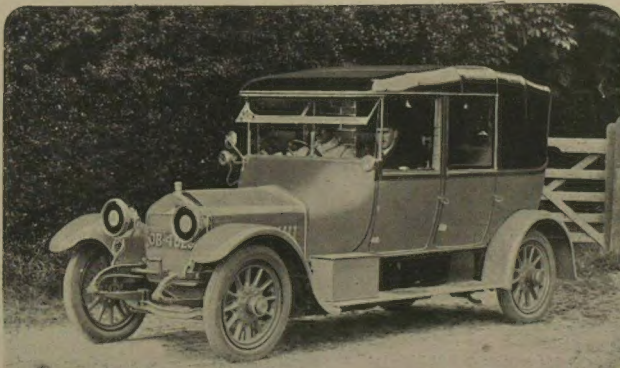
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'WOLSELEY'

National Requirements continue
to engage the entire
energies of the
Wolseley Factories

We shall, however,
be pleased to add your
order to our Waiting
List for a post-war
"Wolseley" model.



Wolseley Motors Ltd., Proprietors, Vickers Ltd., Birmingham

A Becoming Crêpe - de - Chine Dress

At the Linen Hall we are displaying an interesting selection of becoming summer dresses in a variety of distinctive designs. We illustrate a typical example.



Dress in rich Crêpe-de-Chine, front and belt hand-embroidered, with square collar at back. Bodice lined silk. Stocked in several new colours, also black. Price 5½ Gns.

Full particulars and prices of summer dresses, blouses and coats, and skirts will be sent post free on request.

Robinson & Cleaver Ltd

The Linen Hall,
Regent Street, London, W. 1.

SHORTAGE OF GOLD.

Highest prices now given for old Gold and Jewellery of any sort.

S. SMITH & SON, LTD.

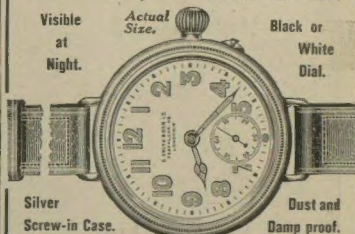
Holders of 5 Royal Warrants. Est. 1837.

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No more Broken Watch Glasses! WHY???

Because it is impossible to break the Front!



Visible at Night. Actual Size. Black or White Dial.

Silver Screw-in Case. Dust and Damp proof.

£4 4 0 Guaranteed Good Timekeeper Jewelled Lever Movement. £4 4 0

Price Complete 25/-

Inland Postage, 6d. extra.

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Or including one extra bulb in lid, 25/-

Extra batteries 2/- each.

Hermetically sealed in Tin box.

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Further particulars on application.

Size of Lamp, 5¼ x 3¼ x 1¼ inches.

Smith's Electric Reading Lamp for the Belt.

Fine Diamond Brooch, £5 15 0

A fine Assortment of RINGS AND JEWELLERY

Fine Sapphire and Diamond Ring, £4 15 0

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Always in Stock.

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Please write for Special Lists of Accessories for the Front.

Continued from Page 474.]

"THE NAUGHTY WIFE." AT THE PLAYHOUSE.

It is an old story we are given just now at the Playhouse: nothing more, in fact, than Sardou's "Divorçons" in a new shape and setting; yet it suffices. Once more we see the light-headed young wife preparing to run away with a lover, and meeting, not opposition, but every sort of kindly attention and aid from her philosophic husband. Once more lover and husband change rôles, and the latter



THE GREAT BATTLE: A BUILDING IN FLAMES.
Official Photograph.

defers to the former's rights, and in this case, by acting as host and putting his country house at the couple's disposal, overlooks their love-affair with apparent benevolence. Once more the lover cuts a ludicrous figure, and disillusionment, reinforced by jealousy, helps the husband to triumph. But the scheme is sufficiently varied by its American adapter, or adapters, to have an air of freshness, and its comic possibilities are made the most of by what, in two instances at any rate, is exquisitely finished art. Mr. Charles Hawtree affects complacency with the most insinuating gaiety, the most confident ease. Miss Ellis Jeffreys, as the heroine's rival, reasserts her claim to be reckoned in the first flight of our comédiennes. Miss Gladys Cooper gives us the prettiest picture of beauty in distress; and Mr. Stanley Logan makes the fourth person in an attractive *parlie carrée*. We want laughter in the playhouse in these days, and "The Naughty Wife" can be counted upon to provide it till we can afford to be melancholy. In these days we welcome relief, and it is in such amusing and perfectly acted plays that we find it.

NEW NOVELS.**"The Pretty Lady."**

The habit of irony is growing on Mr. Arnold Bennett. In "The Pretty Lady" (Cassell), which is for the most part a passage in the life of a courtesan, the title is symptomatic of the aim of the book. Where the satire examines London in war-time, or Society women from 1914 onwards, it stings the English with a biting lash. It is much more lenient to Christine, a daughter of joy dedicated carefully to the profession, and scrupulously exact in observing the proprieties of her calling. Was it not Mr. Richard Le Gallienne who once remarked on the irksome conventionality of a certain Lalage? Christine was not English, and was therefore not a snob; but she was a devotee. She fulfilled her office, quite conscious of her place, as a respectable courtesan, in the social edifice—a pillar of the house, if not exactly a corner-stone. To use a hideous word which has a strange attraction for Mr. Bennett, her tiny household functions perfectly. By contrast with poor Christine, so thrifty and prudent in investing her savings, so obedient to the mystical influences she believed to control her fate, Mr. Bennett presents his Mrs. Clarke and Lady Queenie Paule — neurotic, unbalanced, the fevered creatures of a fevered age.

G. J. Hoape, the Albany bachelor of fifty, lived in the two worlds; and the tragedy comes in when he appraises Christine so far below her real value that he classes her, where she never classed herself, among the predatory women of the town. Mr. Bennett does justice to Christine; but his pictures of the two Society women are bitter in the extreme, and there will be comfort to the enemies of England in the point of view from which he observes his countrymen at war.

"In Russia's Night."

This is a sincere and interesting book, written with an admirably clear intention. Mrs. Olive Garnett's style conveys the impression of a person whose thoughts find the necessary words without hesitation, innocent of the search for the fine phrase, and innocent, too, of embarrassment in the handling of a difficult subject—for it must be said that the passionate development of the heroine would have taxed the skill of many more experienced novelists. A good

judgment, however, is skill ready-made; and "In Russia's Night" (Collins) runs its course with a remarkable smoothness. It begins with a chapter describing the arrival of the English girl at Madam Annenkov's country house; and nothing could be more convincing or more neatly entertaining than its description of her reception, and the emotional exuberance of Madam in the weeks following their first meeting. We were sorry to part with the Russian lady half-way through the book; but the quarrel between her and her son and daughter-in-law was inevitable. More than ever now we seek an answer to the Russian riddle. Mrs. Garnett's novel is not a book to be left unread at the present time, for she shows herself to be a careful and unprejudiced observer, equipped with the powers of the lucid writer.

The Ministry of National Service has issued a concise, detailed, and handy "Directory of Government Departments and National Organisations Requiring Voluntary Workers." Copies are placed at all public libraries, railway stations, and Government Information Kiosks, so as to be



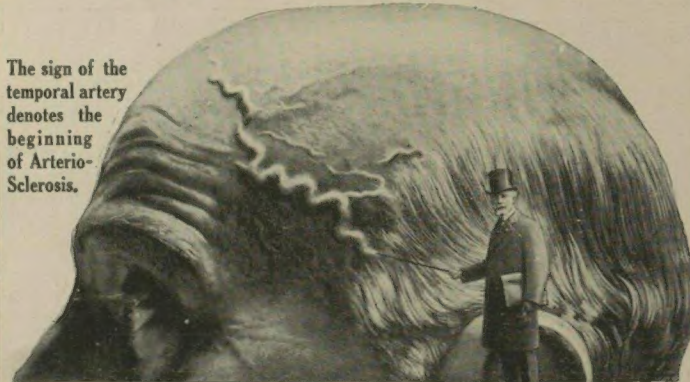
THE GREAT BATTLE: BRITISH ARTILLERY IMPEDING THE BOCHES.
Official Photograph.

readily accessible to everybody. Sir Auckland Geddes appeals to all who have any spare time to get a copy and act on it. The Directory indicates the work of each organisation all over the country and in cities and towns, and the address of the person to apply to in each case. Every imaginable class of employment, active and sedentary, for men, women, boys, and girls, is indicated, classified, and the amplest information given as to expenses, travelling and other allowances, etc.

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dissolves uric acid.

The sign of the temporal artery denotes the beginning of Arterio-Sclerosis.



"The age of a man is the age of his arteries. Keep young by taking URODONAL, and you will thereby avoid Arterio-Sclerosis, which hardens the walls of the blood vessels and renders them stiff and brittle."

Recommended by Prof. LANCEREAUX, late President of the Académie de Médecine, Paris, in his "Treatise on Gout."

THE SIGN OF THE TEMPORAL ARTERY.

Arterio-Sclerosis is a progressive modification of the blood vessels, which, by coming into contact with blood that is loaded with poisonous substances, gradually become stiff and friable to the point of resembling clay-piping.

Candidates to arterio-sclerosis usually digest their food improperly, and are subject to many distressing symptoms; the least exertion produces exhaustion, and they become irritable, worried and melancholic.

There is, however, a further symptom which is quite unmistakable, viz., the sign of the **TEMPORAL ARTERY**.

If you should see between the eye and the root of the hair, under the wrinkled and withered skin of the temples, a kind of hard, bluish, and knotted cord protruding, be on your guard, for you are threatened with senility. It does not matter if you have not a white hair; your arteries are growing old. Act immediately.

Purify your blood of poisonous substances and especially of the most dangerous of all—viz., Uric

Acid. To effect this miracle it is only necessary to take a thorough course of Urodonal, which dissolves uric acid as easily as hot water dissolves sugar, and which is the standard treatment of arterio-sclerosis—as is clearly demonstrated by the latest experimental researches of Dr. Ligerot, the eminent Professor of Physiology at the Ecole Supérieure des Sciences d'Alger.—DR. J. L. S. BOTAL.

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CLEARs THE COMPLEXION.

Constipation
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The regular use of JUBOL keeps the complexion clear, the eye bright and the skin soft, smooth and flexible.

If you want to be perfectly healthy, take one tablet of JUBOL every night.

"You would not need to use cosmetics to 'improve' your complexion if you followed my example and took JUBOL every night."

MEDICAL OPINION:

Sufferers from ECZEMA should bear in mind the fact that JUBOL has almost entirely superseded the use of ordinary purgatives and laxatives, owing to the regularity, constancy and unvarying action of this medicament. No matter how stubborn the condition of constipation, or how irritated the intestine may be, JUBOL is always well tolerated.

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GRAVE DANGER OF VARICOSE VEINS.

British Inventor's Great Discovery.

So many men and women to-day are not only doing their bit, but *overdoing* it, that there has been of late a very serious increase in Varicose Veins. This most dangerous condition has hitherto baffled all kinds of treatment, except the Surgeon's Knife, and is menacing the life of thousands daily.

Extraordinary interest, therefore, attaches to the news that a famous British Surgical Appliance Maker has succeeded in perfecting a wonderful new Support for the relief and cure of Varicose Veins. It is made on an entirely new principle, gives the swollen and often inflamed vein firm but gentle support, and gradually re-educates the morbid vein back to that healthy action which prevents congestion and clotting, and so effects a complete cure. This new support, which is sent on approval, is arousing the greatest interest among Medical men and Surgeons, and already Mr. Cooper, the Inventor, has been overwhelmed by congratulatory correspondence. In every case where it has been tried, it is giving the greatest immediate relief, while it greatly reduces the grave risks of those who suffer from this dangerous venous condition. The demand for the new Appliance is enormous, and all sufferers from Varicose Veins should write for Full Particulars at once to the Inventor, Mr. D.M. Cooper, Surgical Appliance Maker (Dept. 835), 124, Holborn, London, E.C. 1 (next door to Ganage's). A post-card will bring Full Particulars Free.

Mr. Cooper can be seen personally every day (except Saturday,) from 11 to 1 and from 2 to 4. (Samuel Ltd.)

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"You simply comb it thro"

Seegerol treatment is simplicity itself. In five minutes your hair regains its natural colour. And Seegerol is safe—its harmlessness is attested by the highest medical authority, certified with each bottle. It is washable and permanent. In 7 shades from black to blonde. 2/6 the flask. Of all Chemists, Stores or Hairdressers, or direct from—SEEGEROL LABORATORIES, 1, Tabernacle St., London, E.C.



A name seen only on good boots.

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HIMROD'S CURE FOR ASTHMA

Gives instant relief from Catarrh, Asthma, etc. The Standard Remedy for over 40 years.

At all chemists 4/3 a tin.



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These delightful and useful Scarves, now so much in demand, fill a decided want and are our own exclusive design. They are suitable for all manner of occasions. Made from soft and fleecy wool, they have that beautifully silky feeling so much appreciated. In white grounds, with various coloured pattern as shown.

PRICE

63/-

Alpaca Scarves in smaller size and self colours from 17/6

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Famous for over a Century
for Taste, for Quality, for Value



Rough roads don't trouble Palmers—which have the famous Palmer Cord Foundation, which minimises internal friction, and the finest tread ever moulded on to a tyre. No need to buy foreign tyres after the war.

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Read this extract from the "Commercial Motor," 8th March:

"Very many American convoys were consuming an average of 52 litres per 100 kilom., while the French lorries averaged from 30 to 32 litres. It was therefore decided to scrap the American carburetter in favour of one of French make. AFTER A PUBLIC COMPETITION, CLAUDEL-HOBSON SECURED THE CONTRACT."

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